

1855
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1859

DESPATCH
BOOK
No. 3

FIC ARCHIVES
**STANLEY
TO LONDON**
No 448 to No 484
3 June 1886
to 24 June 1889

FIC
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Acting Coll Secretary 513.

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Royal Mail S.S. 6^o 1.75

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Captm Peters 675

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2.

Luxor.

75

2nd June, 6

Sir,

to

I beg to acknowledge receipt of your letter of 20th inst., and thank you for the intimation it contains with reference to my acting as agent for the Royal Mail Steam Packet Co. in Stanley.

I have taken due note of the instructions laid down for my guidance, to which I shall take pains to conform in every particular.

I may say at once that I do not expect to secure many passengers, in view of the numerous steamers going direct from here to £30, £29, & £15 to England and £10, 9, and £6 to Montevideo and of the advantage held by the Pacific Co. in being able to book not only from Montevideo but also from Sandy Point in connection with the outward

J. M. Lloyd, Esq.
Royal Mail Steam Packet Co
London.

Steamers

steamers of the Horns line. You
 are probably aware that the Pacific
 Co. charge Falkland Islands passen-
 gers £40 only between Liverpool
 and Sandy Point for first class,
 with a corresponding reduction for
 second and third, and the Directors
 of your Company may possibly
 think it worth while to lower the
 homeward fare, as an inducement
 to passengers to change in about
 Valdes, instead of going through by
 the Horns.

I enclose a receipt for the
 ticket books and other papers,
 which have come to hand.

I am, Sir,
 your obedient servant,
 Geo. S. P.

Lunas.
418^a

3rd June, 6

Sir,

A horrible calamity occurred here last night, by which at least one life has been lost, and great damage done to property. About 9 p.m. another great ship took place, similar to that of 1878, but more disastrous in its results. It started from the top of the hill, and descended with immense force to the harbour, moved our house several yards and nearly overturned it, smashed all fencing and walls that stood in its way, carried down all outbuildings to the water, and forced its way into the back premises of many dwellings. The Church is half buried, and the back wall cracked and bulged in, so as to be unsafe. A lad named Ratcliff in trying to escape when the first rush came got caught in some wire fencing, and although several people had hold of him he was killed.

H. Coleman, Esq. Secretary.
London.

of him and nearly lost their lives
 in trying to rescue him, he was
 horribly smothered, and his body
 only recovered after daylight this morn-
 ing. There is a report that a man
 is missing, supposed to be dead in
 a house that is nearly buried, and
 a search is being made for him.
 Our store next the Church has suffered
 severely, and I have at present as
 many men as I can get trying to
 clear it, but it is an impossible task.
 The liquor peak is nearly up to the
 ceiling in the kitchen, and as fast as
 any is removed more slides down
 slowly from the hill. The innkeeper
 escaped just in time, and took
 refuge in my house last night. In
 short, Stanley is in a horrible
 plight and upside down, and how
 it is to recover this winter I don't
 know.

2. I should have mentioned
 that the fencing charges for by
 Captain Facke is a half share of 5 p.
 3 p. 185 p. being the portion of the

75
from W. Edward to Salomon
that runs along our boundary.

3. The engineers who have
been at Gloucesters say that it would
be better to have the dynamos for the
electric light connected with an independ-
ent engine of its own, instead of
running from our pumping engine,
and that the expense would be little more.
We certainly want light, and so do the
Methu people in their killing shed. On this
point you can confer with Mr. Wagner
and the Methu people.

4. I duly received your
telegram advising visit for the States,
and your letter of 8th April acknowledging
Bill of Lading received for Libby,
which would have carried the mail but
for Mr. Kerr. In your information
I may mention that letters of 10th April
were received via Lisbon.

5. I wire Federal Agent
Britain Leyland Liverpool.

6. Since leaving last despatch
I have drawn £150 from the
Kerr Co.

Yours truly

your obedient servant

As a single newspaper
again.

W. E. P. O. C.
Manager.

419.

Satharab.

3
2517th June, 6.

Sir,

My last despatch for
Luzon went away without a number;
it should have been 418.

2. I have been into the
question of Dixon's estate thoroughly,
and have seen the duplicates of the
original Crown Grants at the Government
Office. One piece was a free gift to
Captain Reid, the other he bought for
£5.15s. and these two sections, ¹¹⁸¹²~~17172~~
were transferred to Captain B. M. Wilson,
and duly registered ~~in~~ ⁱⁿ the office, according
to the law in force at that time. But
a search made by the Registrar shows
no trace of any transfer from Wilson
to Dixon, and the transaction ~~between~~
them having been subsequent to the
passing of the Ordinance of 1853, art.
3 and 12, it appears that the proper
form of conveyance was not used, or if
used that it was not properly registered.

A. P. Stewart, Esq.
Secretary,
London.

and that consequently, according to
 clause 2 of the last named Ordinance
 Mr. Dixon has no more legal title
 to the land than you or I have. The
 conveyance you mention as unrecorded
 and undated is, of course, worthless.
 The two pieces ~~11 & 12~~^{11 & 12} together with
~~10~~¹⁰ were fenced in some years ago by
 Mr. Dean, who used the place as a
 paddock. He told me the other day
 that he got the land from Captain
 Wilson, and when I asked about deeds,
 he said that at all events he had
 a lien upon it for an unpaid account.
 Think a good little the land is worth
 I should say £40 or £45, but it is rather
 high up the hill for building upon.

3. It will be necessary
 to supply a new ~~digester~~^{lower} man hole
 door, frame, and all belongings com-
 plete for one of the old digesters at
 Goswell Green, the frame at present or
 lately in use being cracked, and
 although patched up, so leaky that
 the use of the digester has had to be

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abandoned. I am not sure whether
Ellis has the exact dimensions, for
if not, the holes for the bolts that go
through both frame and digestor will
have to be made here. This may come
by the Columbia, as it will not take long
to fit; it is wanted for use next season
and therefore should not be delayed until
the work is over. Mr. Wagner can explain
anything you want to know about it.

4. Mr. Cameron wants to
get out some rams by the Columbia,
and I have arranged that payment
should be made for them, if asked for,
to the Rev. William Loring. Hullance,
Spencer's. near Dumfries.

5. A starboard jaw pipe is
wanted for the boat; it is just possible
that the builders may have the mould, but
if not, the Black Hawk's would just fit
and you could get a casting from a builder.
The B.H.'s is here, but the owner will
not part with it. This is urgent, and
must not be delayed.

6. The indent this time con.

land requirements for next season, which, without fail, must come by September mail, or the consequences will be simply disastrous, so I hope you will be able to restrain any inclination you may feel to keep things back for the Selambis.

7. The tallow shots asked for 28th Nov. are on board the Guyana; they were wanted of course for use during the season, and if sent by March mail would have been in time, as it was, we were rather pressed for want of them. These delays are getting rather beyond a joke.

8. 18th Dec. The Guyana has just arrived, all passengers and sheep well.

9. The Dixon papers show no more light on the subject, and I return them. Mr. Brock's memo. shows you that Captain Wilson is the registered owner, and he is the only person who can erect a conveyance.

10. I send a memo. of

read this for Page 12

one in fact as Captain Fowler declares
he can get in Nova Scotia for £1000:
Should then run wool with far greater
economy, for she would carry perhaps
twice as much as the Spinrod with
only one additional hand. Robertson
& Blake's wool, for instance, occupies
the Spinrod on two trips, and she doubt
still has to go for the balance, and as
we are likely in conjunction with the
Selambia to run more and more wool,
we really must have the means of doing
it. The Malvinas is away, and I
have no outside schooners to help me.
This of no use buying and fitting
out an old yacht, such vessels are too
expensive, and the Director cannot do
better than consult Capt. Fowler, and
take steps to send out a schooner, without
delay, loaded, say, with lumber and
fencing posts. The vessel he speaks of
has good cabin accommodations, which
is a desideratum.

13. Finding that for the spinning
work I have not enough of the steel
fencing wire I think it better to telegraph
"Federal steel wire ten tons" to which I
add "Cigar."

shepherds leaving or left, from which you will see that at least six will be wanted, or eight if Donald Morrison and G. Munro do not return. These men should be here by mail of 18 Sept. from London, so as to begin work at the commencement of the season, viz. lambcutting early in November. There are also a number of men whose terms are expiring, and, should I find that any of these are leaving before the working season, I will write "Falmouth" with the number leaving in addition to those I am now asking you to replace.

11. In shipping for Sleswick I should desire you arranging to have all the Company's cargo in the same hold or hatchway, last time it was mixed up all over the ship, and I have not yet recovered the cost of landing a lot of goods for other people, which I did for the sake of despatch, - because the tonnage of each person's separate shipment was unknown to any one on board the steamer: this will have to be obtained.

12. The *Union* was four years ago about 600 tons, and has in 3 years made a net profit of more than £1100. She is, however, in a very unfit state to carry perishable goods or wool without a great deal of repair, and it is questionable whether she is worth it. Her deck is so thin that it is impossible to make them tight, she wants coppering, and as she has never had new sails for four years, she is naturally in want of a suit. The planking above the copper has lately been discovered to be wounded. Her rigging is far from being good. The question is, shall we give her new decks, new sails, new rigging and new copper, and then keep her, a vessel that has never been anything but a dull sailer, or, having succeeded so far with a good deal of economy in getting a pound of her, shall we sell her for what she will fetch, or make her a lighter, and get a new schooner? On Lewis in a late despatch sought to have a vessel of 120 tons, such a

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14. 20th June. The Sarkarah
arrived yesterday with your despatch
672 and telegrams advising credits
for the Sydney Bazaar, and great Britain.

She also brought news of the accident
to the Himra, which is very annoying

15. 672-3. The shepherds
say the disease is not Beas. It has
now appeared on Menara and West
Point Islands, to which places no
sheep have been taken from infected
districts, so the contagion theory, like
the rest, is knocked on the head. God.

Here knows nothing about the subject:

16. Par. 5. The telegram from
the 20th Columbia was sent by unperf.
and I received the reply: full partic-
ulars have already been furnished.

17. Par. 6. Regarding Holmes
and Blake's wool, the 80 bulky
bales from Shallow Bay were charged
as 970ft 2", or about 12' 2" each, and
as these are about the largest bales
shipped from the Islands there is a
palpable error: but it does not con-
cern us, as the Hornet carries a
sheep through, and our friends may

as well have the benefit of the mistake.

18. Par. 8. I am glad to find that the wool I sent home is on show at the Exhibition. I observe that the celebrated elongated penguin and the long woolled sheepskins have a place; such a penguin was never seen in real life, and the skin is only an example of careless gathering; if you were to get a man to grow his hair for four years and then show him, it would be equally curious, and perhaps more amusing.

19. Par. 9. Notwithstanding Mr. Brooks' receipt the Götöpari's mail did not come per Hambroes: the five bags contained two letters from Europe & a few newspapers, I believe there was also a bag from the Ready at Monte Video.

20. Par. 10. From what I have lately written on the subject and from my letter to you. Here of 9th Sept. 1831, a portion of which is quoted, and the whole of which you will find in the enclosure to my no. 322. The Directors will see my opinion about the rental of land: from which I do not deviate by one

hair's breadth. The whole matter was
 fully explained at the time, but I will
 repeat the substance as shortly as pos-
 sible. The Government wanted revenue
 in order to relieve Parliament from the
 necessity of supporting the place any
 longer, there was a demand for land,
 which was leased at a rate which enabled
 the farmers to feed their sheep for $1\frac{3}{4}$
 per annum per head, but on the other
 hand there was no security for the renewal
 of leases on their expiration. Now what
 I said was, and it seems coincident
 with common sense, that, provided we
 got that security, we could easily pay
 a double rent, or spend $3\frac{1}{2}$ for every
 sheep's food instead of the smaller sum.

We have got what was wanted, and it
 is unreasonable to cry out about the
 price we paid for it. Further, many
 of the leases had a long time to run,
 immediate self support was necessary
 for the Colony, and to provide the money
 a stop-gap Ordinance was passed, which
 placed a land tax of $\frac{1}{10}$ of a penny
 per acre on the old leases at $\frac{1}{10}$, the
 tax dropping off each section as the
 leases fell in and were renewed at $\frac{1}{20}$.

Nothing more reasonable was ever con-
ceived, and the land question, which has
been a burning one for years, was set at
rest. Regardless of the proverb about
letting sleeping dogs lie, you awaken it
by asking for a reduction of rents and
the extinction of the land tax - both of
which were approved of at the time - with
a lot of books about Penny and a Shilling.
I am sorry that this letter was ever sent;
for it seems to me that under the
circumstances it was as ill advised as
it was ill executed. Governor Kerr was
right on this subject; as well as about the
revenue not being too great; we went into
the Estimates very carefully at the Council,
and I should certainly say that there is a
very small margin for contingencies.
But he talks nonsense as usual about
the well known prosperity of the sheep farmers
and their admitted large incomes. Con-
sidering the number of years most of them
have been at work, and the amount of
capital introduced, I do not think that any
one making what they might have expected
at the outset, and they have most of them
worked like navvies. *Bartholomew Penny.*

and a few others, who started on nothing and always held up as instances, but they were fortunate in borrowing the capital to start with on very easy terms.

21. Part 11. The Sagadahoc (Sagadahoc) which took 2000 ewes from Walrus Creek had a disastrous voyage, and only landed 554 alive; Mr. Wood has written me showing that F. I. disease he will take no more this year. I have sent to Mr. H. Waldron for a bill for £1000 enclosing the Captain's receipt for 2000 ewes, but owing to his prolonged absence on Beaver Island I have been unable to hear from him.

22. Part 12. I wish that you have attended the case about ships in four cases, which will be duly recorded.

23. Part 13. I am obliged for civility in re Royal Mail, but hardly expect to do much.

24. Part 14. The fall in wool is most disastrous, and it is hard that as things improve out here the effect should be neutralized by the markets

at home; with the prices of 10 or 12 years ago we should be paying 30%.

18. Par. 10. A contract for carrying the West Coast mail has been made with Mr. Deane, who engages to send it in the *Rams* or *Fair Rosamond* four days after the arrival of each steamer, the vessel to leave a port on the West coast earlier than six days after reaching there, to enable replies to be sent. The subsidy is £300 per annum. The boat might have made herself useful as a despatch boat for this purpose had I had a large schooner in place of the *Spinrod*.

19. I should have mentioned that we have two useless shepherds at Weather Cuck, Hugh Cameron and William Dick. The former has an injured hand that Dr. Menston says he must cut off without much delay, and the latter has stiff or rheumatic hands and is unable to use the shears. I must give notice to both of them, and wish to know if the Directors think they should have free passage home. Also do not undergo a medical examination now; this practice should be revised.

Rickett showed me a memo. from Mr. Fleming saying that cooking utensils would be provided; of course I refused to give them as it is not in the contract; but this practice of making lavish promises that are not intended to be carried out is very reprehensible, and should be discontinued.

27. In returning the ~~memo~~ of the undershirts, an Agent. in the care of the Virginia S. the Salvage Association has ~~sent~~ me the very liberal fee of Two hundred Quinias, which they advise in a letter, not the least gratifying part of which is the expression of their appreciation of my services: a copy is enclosed.

28. I regret to say that the report of a man being lost in the great vicinities, and it is impossible to say when he will be found, as the stuff lies in some places 8 ft or more deep. A number of people have been turned out of their houses, and some have lost a good deal of property, one house was carried 20 yds from its ~~position~~ and nearly thrown over. A portion

of our drapery store will have to be
 rebuilt, it has cost a good deal to partially
 clear the premises, as the kitchen and back
 premises were knocked in and the feet
 was up to the ceiling. The Church wall
 is cracked from end to end, and the
 building closed and pronounced unsafe.
 A subscription of nearly £200 has been
 raised in Stanley in aid of the sufferers.
 I send you by Mr. Pailton a few photographs
 that only give a very limited idea of the mess,
 and they are bad prints.

I am, Sir,

your obedient servant,

Wm. P. P.

Manager.

Enclosures.

Exp on 4th

Oct. 4th/8

" Quat. return post details

" Cotton wool weight

" P.M. for insurance

Particulars of Lindy wool 7 bales (short cut)

Stanley Journal, Cash book vouchers along

part. of 814.

Claims on D. J. & Co's land

Lyant

Completed shearing etc.

Loss of sheep 1884/6

Shepherd's list

Winn's papers _____ in separate box

Shipping Report

Statement on etc

City letter from Selong agent.

5
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Stanley,
26th June, 1866.

Sir, I have the honour to acknowledge the receipt of a copy of the instructions given by the Foreign Office, with reference to the recognition by Governors of Acting Consular appointments in British Colonies, which your Excellency has forwarded to me.

In return, I beg to enclose for your Excellency's information translations of extracts from the Consular instructions of Chili, Germany and Italy bearing on the subject. I have the honour to be,

Sir,

Your Excellency's most obedient
humble servant,

Stanley.

His Excellency
Arthur A. Baskin, Esq.,
Lieutenant-Governor,
tc. tc. tc.

✓
63/6

Consulate of the
German Empire.

Post Office.

18th July, 1886.

Sir,

I have the honour to transmit herewith a statement of German shipping that visited this port during the year 1885, and a summary account of fees received in the Consulate.

The only event of importance that has occurred, relating to German interests, has been the withdrawal of the Cosmos steamer Malvinas from the coasting trade, which, after an experience of three years, was not found to be sufficiently lucrative to

His Highness

The Chancellor of the
German Empire.

to. to. to.

warrant.

warrant her maintenance and
 longer in these waters.

The *Hoerna* Company
 of *Hamburg* have renewed the
 contract for the carriage of the
 mails to and from *Europe* for
 a further period of three years.

I have the honour to be.

Sir,

Your Highness's most obedient
 humble servant.

Adm. G. J. G.

Imp. German Consul.

420

Memphis.

6
4823rd July. 6.

Sir,

In my despatch 411, para 4, I complained of a want of detail in Falkner's invoice of wood for Selambria, but you appear to have overlooked it. It ran as follows:— "Materials prepared &c. as agreed and confirmed by letter dated Oct 23rd 1885, £65." As I have no copy of that letter, I need hardly point out that it is quite impossible to recognize and price the wood, or to take stock of it next January unless you send me, in the meantime, the particulars.

2. In despatch 404 - 23 I wrote about Mr. Waldron's wood being incurred on our open policy, was this done, and, if so, how much is to be charged?

3. The following sheep farmers have verbally or by letter agreed to share the expenses of a Veterinary Surgeon:

F. Coleman Esq.

Secretary.

London.

Meers. Dear, Waldron, Barlow,
 Mr. Lyman, Cameron, Greenhills,
 Hickney, Holmsted, and Birch. No
 doubt it will be generally taken up
 as soon as any thing is known
 definitely about a man coming.

4. Mr. Cameron will be obliged
 by your providing the rams coming
 out for him with fodder: as you will
 probably be shipping some for the
 Company for Selkirk's, he could pay
 his share of the general stock.

5. As far as I can see at
 present, we should clip next season
 120,000 sheep, and the number of lambs
 to be born in October should be between
 48,000 and 52,000. We are having,
 so far, the most wonderfully fine winter
 I can remember in 19 years, there has only
 been snow on the ground twice, as yet,
 and then for a very short time. Open
 weather while the rams are out is
 conducive to a good lambing, and if
 the spring is fine the ~~whole~~ percentage
 of lambs should be above the average.

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6. As newspapers have come
by post now for several months. I should
like to come to a satisfactory understand-
ing about this, as the want of them at
the present time is very annoying. The
office copy of the Times is supposed to
be posted in weekly bundles, and that
papers sent in this way are, if properly
posted, delivered, is proved by the fact
that Mr. Dean gets his from his father
in the same way without fail. I do not
wish it to be supposed that I lay any
claim to the privilege of getting these
papers. I am much obliged for them when
they come; but rather than have the
irregularity that exists I would pay for
a copy of my own. If therefore, it is
impossible to insure their being properly
sent up to the latest date, will you be
good enough to order Kirkland & Co. to
forward them on my account? My im-
pression is that it must have become
the practice to post the papers after the
proper date or else insufficiently
stamped, and so they get forfeited in
the Post Office.

7. The *Clytie* is about to leave the Islands at last; she has been here since the 3rd of January, having in the meantime made one voyage with sheep to Delgada Point; and she now takes tallow from Fort Howard and wool from Spring Point and Fox Bay, but will not, I understand, be full, and her voyage will be a disaction on to her owners. These people are endeavoring with great energy to get a footing here, and I have taken some pains to foil them, not without success, for they reckoned on getting Mokolled & Blakie and Banner's produce, which I secured for the *Selkirkia* by running the schooner at a reduced rate. The course of business is altering here, and I doubt not why we, who are established on the spot, should not move with the times, and keep out all interlopers. When the sheepfarmers first began, their produce was insignificant in quantity and they made advances,

The consequence of which was that they
transacted all their business through
Stanley. bought all their supplies at
Colonial prices, and chartered ~~all~~ the
local schooners to carry stores and ~~bring~~^{bring}
in their wool for shipment from here.
Their circumstances are now completely
altered, they have money in hand, and
they cannot help seeing that they save
enormously by getting their supplies
annually from England in a direct vessel
that carries home their wool, avoiding
the profit on stores bought here, and the
heavy cost of shipping everything to and
from Stanley. Townsend & Sprain
know this, and for the purpose of working
the business built the *Clytie* in place of
the *Psyche*; they are intending to
establish themselves as Commission Agents.
will buy stores on commission and
receive produce on consignment in return,
carrying to and fro at 40% a ton. With
a smart working vessel, and provided
proper arrangements are made in advance
to prevent delay, this is a very paying

business; there are, however, two
 obstacles in Townsend & Sperring's
 way. The *Clitic* has the sailing
 qualities of a haystack, and is a total
 failure, and they have the reputation
 of 'swartners' in their dealings, not to
 put it any stronger. There is a further
 disadvantage to them, in the fact that
 money for wages to be paid here,
 which they are unable to supply, ~~but~~
 they will make way unless run out:
 and it appears to me that the only way
 to do that is to set ourselves as Com-
 mission Agents in London, buy any
 goods that may be ordered from here
 at the same rate as Townsend's charge,
 2 1/2% or 5%, ship out at a fixed rate
 of freight for delivery at the stations,
 and take delivery of their wool on the
 spot. The sheepfarmers will not be
 contented with the old system: what
 may be taken for granted, and unless
 the Directors want to lose their business
 altogether, they must take steps to meet
 this new form of competition. There

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are his ways of doing it, either to ar-
range a rate with the Sibirians that
would enable us to deliver locally by
our schooners without loss, or to own
or charter a barkentine of 350 to 400 tons
to go round the West with ^{us} for cargo,
which, if we can, we could always fill
up with our own produce. To do this
first, however, we must see to our
means: but I have already written fully
about the schooners, which in my opinion
is a necessity. However carefully
people may make out their orders for
England, they cannot foresee everything,
and there would still remain goods to
be purchased from the St. Louis, just
as Mr. Waldron, though importing his
own goods, is still one of our best clients.
Considering the diminished profits now
expected in consequence of the low price
of food, it is desirable to keep up the other
branches of our business so much as
possible.

8. It may be useful to refer
you to my despatch 390. Jan. 9. 1810, which

been on the preceding remarks. You
 are aware that Mr. Davis is now at
 Basilon's apartment in Stanley. I told
 the latter fact you that I should prefer
 severing our connection as long as he
 did business with Anson and
 Spearings, as he wanted some £500 or
 £700 each annually in Stanley but
 would probably not spend more than
 £100 a year in St. As. This, I said, was
 making a compromise of us, which he
 very candidly admitted. If however
 you could arrange other terms with
 him, while he is in England I should
 be very glad to take him out of the
 hands of the enemy. It is quite
 possible also that Mr. Blake may
 want to make some fresh arrange-
 ments; but having been broken
 by the failure of Thomas Sibbaldson,
 he will be shy about trusting any
 people of doubtful means. I believe
 that he will ship on account of his
 firm a quantity of goods in the Liburnia.

9. The affairs of Mr. Clymont and Anson are in a divided state. Mr. Clymont came out in the Harrier to see what was going on, and found that his partner had been spending money extravagantly on his own account, and that the station had been neglected. Mr. Anson bought half the station two years ago for £6700, getting the money from Mr. Dean on mortgage; this money had not been remitted to Mr. Clymont, although the mortgage was signed last October, so he was naturally rather anxious. He is dissatisfied with the way his interests have been looked after by Mr. Dean, as his attorney, and wants the Company to act for his half of the establishment, having asked me to bring in his wool, and supply half the station stores. The fact is that the business of Mr. Dean & Sons is now conducted in such a loose careless way, that their clients are greatly dissatisfied, and when their head man, J. Fellow, leaves at the end of the year I quite expect a good deal of business to drop into our hands, if we only have the means of carrying it on. Our old stockkeeper James takes Fellow's place, and he is very unpopular. This is of course, all confidential.

10. G. M. Call wants to get out his nephew George Haining by next outward mail. He will come as a shepherd, and having means to pay his own passage will engage here. probably he may write to ask advice about getting to Dartmouth. It is well to get respectably connected people, and Mr. Call is a singularly intelligent and able man, on the whole the best of our overseers should say, though Fairbanks carries no his little Wachen Creek station in an irreproachable manner. I have ascertained since my last that no more shepherds will be wanted, in addition to those asked for; Mary leaves next January, and Haining will take the vacancy.

11. Mr. Dimes the schoolmaster has asked me how to get a box of school prizes out: I have told him that being a public benefit you would no doubt allow a case to come under our mark with the next outward cargo, and he will refer to London Scholastic Trading Co. to you for shipping instructions.

12. 26th July. Our singular but gratifying success in shipping business continues. The Captain of the *Bingal* of Dublin, with decks swept and cargo shipped, having today consigned the ship to the Company. Her owners are R. Martin & Co. of Dublin, and to enable you to arrange a credit Telegraph "Foreign. Lingal at Dublin." "Ligas" was omitted from the last telegram, as Mr. Costello thought it hardly worth putting in; the arrival of the *Gypira* would probably be witnessed by the agent of the Great Britain, with reference to chartering her.

13. I have arranged to ship the tallow made since the departure of the *Siberia* by the *Severn*, chartered by Mr. Dean, at 30/ 25%. It comes from our 4000 of the Company's sheep; 1100 from Lively Island and 700 from *Blaker*, in round numbers. Holmsted & *Blaker*'s tallow per *Cliff* weighs 42 tons Mr. Waldron informs us. The steamer expected hourly is to carry the wool shut out of the *Severn*.

14. Mr & Memphis arrived this morning bringing you despatches 673 of 15th June, as well as the agent, mess and materials for the Supply House and Great Britain.

15. Par. 1. I gave the despatch for Canada to Mr Blake, who seems to have handed it to Mr Thompson. As regards the shipping reports, I was working single handed that mail, having allowed Mr Langdon, after he had made up the enclosures, to have the time with his family who had just arrived. It was not until the mail had left that I found he had left the report in the safe, in case anything might have had to be added; it was very unfortunate, as Lloyd's list was there too; but the circumstances were exceptional, and I hope the oversight will not occur again.

16. Par. 4. I have a Doctor of our own would I am sure be very much better, and you are in a better position than I to find out whether

any one could be got contact with ~~the~~
 each. You must remember, however, that
 a portion of D. Herston's £500 comes
 from outsiders, A. Bowers, Greenhills
 &c., who would have no claims on the
 services of one in our employ; still, on
 the other hand, the Government would have
 no power to limit his fees, as at present,
 and I would suggest an arrangement
 that they might be increased, and divided
 between the Company and himself. I
 should prefer an Englishman, as many
 Irish and Scotch Doctors are of a very
 low class.

17. Par. 9. As the whole Law
 will enough satisfied with the Warps.
 but were I getting another I should
 know what to try for, and what to avoid.
 The West B. wants a sea going launch
 and I should be inclined to see her for
 £2000, which, although less than her cost,
 could be laid out in the purchase of a
 much more powerful boat: a tug in
 fact, capable of towing large ships, and
 acting as a launch as well. Such a boat
 could be sailed out from home. Wish
 the last four ships Dean's Name has
 earned a tonnage between £200 & £300.

it is, partly at all events, to the
Waspi credit; that since she has been
at work the tide of shipping has
entirely changed in our favour.
I have rigged her as a schooner,
enabling her to get down to Fort
William under sail, making steam
as she goes.

18. Part 10. I am very little for
people's opinions when disproved by
figures, in the matter of the softening
of our sheep for instance, and the
percentage of lambs the last few years
is quite as good as formerly with
Cheviot. What I fear is the lessen-
ing of our sheep's carcasses, which
must be counteracted at once. I would
certainly have the balance of the 50 rams
asked for for Selkambria. Those for
Guyana are all alive and doing well.

19. Part 11. I have told the
Stockkeeper lately to mark on the indents
what he wants by mail, and this
shall always be done in future. This
time there are a few things specially
marked, such as Thaces, which will

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be wanted, if possible by return mail.
The drain pipes certainly should not
come by mail. I want them for the
purpose of saving every drop of water, at
Sporelness in the dry seasons, and on this
urgency arises from the Meat Co.
having to kill at short notice, there being
plenty of water in the boiling down
season, it would be a fair division of
the cost if we bought them, and the
Meat Co brought them out for nothing.
Both Messrs. Mindeos & Wolf would
understand this at once. There are
sundry orders for rough goods wanted
already made out this mail and sent.

20. Par 13. Enclose for your
information copy of the new mail contract,
which I am very glad you have not seen.

21. Par 4. ~~I~~ understand
how the telegrams ~~are~~ to be delivered
in Monte Video on different days. I got
all letters written up to the closing of this
mail, and take the latest on board to
be delivered by the Captain. You charge
this office with cost of telegrams about
Great Britain, a portion at least of this
should be charged to the people who asked

you to write me about comparing
 expenses to absolute necessities and
 reporting Agent. As Lloyd's code is
 not allowed to be used under any
 circumstances excepting for their own
 messages I cannot avail myself of
 it in telegraphing to you.

22. I am not sure whether in
 the confusion caused by the *Siberia*
 and *Lunas* being here at the same
 time I did not omit to send you
 the numbers and weights of the last
 tin balls wool made at Dawson. I
 therefore enclose them. It would not
 however, matter much, as each ball
 bears its own number, description,
 and weight.

23. There has been no sale of
 steam coal since the arrival of the
Guyana, and the quantity on board
 the *Vicas* of Bray was supposed to be
 about 30 tons.

24. The *Guyana* has discharged
 all her tin balls, there is a chance of
 getting a cargo of coal from the
 Great Britain, but nothing will

be decided until the mail has left.

25. I am writing to collect Kowwah Getch for some cheap cigars, with which the young ones of Stanley are in the habit of poisoning themselves on Sunday afternoons.

26. Enclosed is receipt for a bill for £25 advanced Captain Gaudin of the Rover of the Seas, which he promised to repay through the P.O. but he has evidently forgotten.

27. I have received a letter from Mr. Whigham enclosing copy of his to you. I shall write him answering all questions, and urging him to come down.

Yours, Sir,
per student servant

Enclosures..

- Dep. no. 419
- Exp. - 412
- Dep. Lib. & Cash A. et seq
- list of expenditures left
- clearing account
- student
- Stanley Lib. & Cash B. et seq
- balance sheet
- Camp Magazine
- Copy of mail contact
- Loss account 1884/5 - 46
- Remarks on Gaudin's cargo
- Student
- Sharp notes on Gaudin's
- 1st Dec. 1819 £1000

Mr. & Mrs.
Manager

- Shipping Report
- Statement of
- Weight of wood DH
- N^o. of wood and
- skin holes for
- attempts
- Gaudin's receipt for
- bill £25.

Halkland Islands Co.
Stanley, 31st July, 1886.

Sir, On behalf of those interested in ships putting into this port in distress, I have the honour to submit to you, for the consideration of His Excellency the Lieutenant Governor, the question whether such ships can fairly be brought within the operation of Ordinance no. 3 of 1885, under clause 1 of which they are at present compelled to have an Officer of Customs on board at ten shillings a day, whenever it is necessary to open the hatches for the purpose of re-stowing or discharging cargo liable to duty if landed.

The Ordinance when passed was understood to deal exclusively with

The Honble

C. Parkerham Brooks,

Colonial Secretary.

L. S. S.

Yours
resub

vessels bringing cargoes for the use of the Colony, as is evident from the words "until all dutiable goods" are landed from such vessel, or "until the duties shall have been paid" or otherwise accounted for, referring, of course, to clauses 27 and 28 of the principal Ordinance of 10 of 1882. I would submit that these words have no meaning as applied to goods, which may happen to form part of the cargo of a vessel in distress which is bound to another country.

There are two other points which I would urge: (1) the importance ^{on the Atlantic side} of protecting the cargo in the interests of himself, personally, and of his owners, far outweighs the remote possibility of any dutiable goods finding their way ashore to the detriment of the revenue; and (2) for the benefit of the Colony it is

it is

it is always understood that the
Government will not place more
restrictions, or throw more expenses
upon vessels in distress than are
absolutely necessary. I hope, therefore,
that His Excellency will give this
question his favourable consideration.

I have the honour to be,

Sir,

your most obedient servant,

David Fox.

Chancellor.

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Falkland Islands B:
Stanley, 3rd August, 1886.

Sir,
I have the honour to acknowledge
the receipt of your letter of the 29th inst.,
contents of which have been communicated
to the parties interested, who request
me to convey to His Excellency the
Governor their thanks for his
consideration in the matter of the
Customs' Officers.

I have the honour to be,

Sir,

Your most obedient servant,

George
Stanger.

In haste

C. Parkerham Brooks.

Colonial Secretary,

L. L. X

22

Stanley.

16th August, 1886.

Sir, I have the honour to bring under Your Excellency's notice the inconvenience caused to Shipmasters and those engaged in shipping business here, by the clause in the Port Regulations, which prohibits vessels from being boarded whilst at anchor.

I have brought this question forward before on several occasions and can only now venture, further, to suggest that, as the Pilot now gives pratique as soon as a ship anchors, he might be empowered

His Excellency
Arthur Baskley Esq.,
Lieutenant Governor.

to do

to do so when he has satisfied himself that there is no sickness on board. This would meet the case, and be the means of saving much valuable time.

I append the dates of letters to & in this subject, to which I beg to refer your Excellency.

I have the honour to be,

Sir,

Your Excellency's most obedient
humble servant,

Geo. E. Scott.

1. 13th June 1883. Memo. from self to Colonial Secretary
2. 15th id. Letter from Colonial Secretary
3. 10th Oct 1884. Port Regulations
4. ³/₄ Sept. 1885. Letter from self to Colonial Secretary
- 5th 4th Sept. 1885. Colonial Secretary's reply.

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Ramos.

25
6719th Aug. 6

Sir,

I do not usually make any remarks on the printed balance sheet presented to the shareholders, but in the one received last week there is such a glaring error in the value placed on the Vase that I feel bound to call attention to it. The amount is stated as £4006. 10. 8; for two years previous it had been £889. 9. which I found to consist of the invoice of materials and ~~making~~ sent per Messrs. Dumas, and charged to the Store. This amount, with freight, was charged to the Launch here and is included in the total cost, £3117. 1. 8, which, on the completion of the boat, was transferred to London last December. You, however, have added it to the value of the materials thus:—

A. Coleman, Esq.

Secretary,

London.

889. 9. —
3117. 1. 8
£4006 10. 8

and this quite clear that you have taken £889.9/1. twice over. That the boat should have cost over £3000 is deplorable, but £4000 would have been outrageous.

2. Mr. Cameron will be much obliged if you will receive a dog from Mr. George Burns, gunmaker. Dumfries, paying for him, and sending him for Columbia.

3. As regards the belief that better lamblings are got from the Cheviots than from cross-bred sheep. I find, taking two succeeding years at random, that from the former we got in 1877 87% of lambs on the breeding ewes, and in 1878 89%. In 1884 and 1885, when the sheep had mostly a cross in them, we got 88% and 82% respectively, but the last one was acknowledged to be an exceedingly bad one all over the Islands. This year we have put 58949 ewes to the ram, upon which number I

20
20
based my estimate for the coming
lambling, viz: - from 48000 to 52000.

4. Mr. Costello has been at
Spoullvers for some time; from what
I have seen of him I have formed a
very favourable opinion of him.

5. What to do with old and
infirm men is a question that will
soon come to the front. Edward Johnson
of Darwin has been with the Company
uninterruptedly since 1852 or 3, and
has been a useful man in his time,
but is now so dabbled up with rheu-
matism as to be useless. He cannot
turn adrift a man of 34 year's service,
what is to be done with him? There is
in our foreman Carpenter, Biggs, with
a record of 26 years - there is no more prominent
than the rest of us, and is certainly
showing signs of failing, others in the
Company are in the same way, though,
considering the numbers we employ, a
large proportion do not attain fifteen
year's service. I shall be glad of the
Director's opinion on this subject.

the opinion that I expressed then that
we are in need of another. The Equin
was bought in 1870 for £300, and
has since earned £4200 odd, or at
the rate of £300 a year, the takings
during the last eight years having
been at the rate of £370 a year. At
the present time we cannot supply
all the storage required; shipping
business is increasing, and during
the wool seasons we are often incapable
of providing rooms in case it should
be required. I mention this just now,
because the great Britain might be
picked up cheap, and being in three
compartments she could receive the
cargoes of several ships without inter-
fering with one another. If she
and her cargo of coals could be got
for a reasonable sum, as in the case
of the Success, we might ship the
latter to Montevideo for sale, and
make a very good thing of it. I am
informed, privately, that the vessel

6. We have another ship, the *Ada Brown*, of Glasgow, with nitrate, leaky; but unfortunately, owing to the *Egria* being still employed by the *Sydney* Dames. I have had to give the means of the business to Deans by engaging the *Charles Cooper* to receive the cargo. If the leak is found, no doubt there will be a good deal of work for the Carpenter.

7. The *Ada Brown* is consigned to us by *Walker & Co*, the charterers; these West Coast agencies are very useful. Can you ascertain whether any are to be obtained in San Francisco?

8. It was fortunate that the *Sydney Dames* came in at the end of the wool season, when the *Egria* was nearly disengaged, or we might not have been able to accommodate her; you will remember that we endeavoured to buy a built *hulk* in 1854, but without success, and I am able to confirm by facts

will never be fitted out as a ship
 again, and that there are only
 two courses open: to lighten her
 by about 1000 tons to enable her
 to proceed to the North side, where she
 can sell the rest of the coal, and then
 go home in ballast, or to run her
 here with the cargo as she lies. If
 the first course be adopted it is not
 expected that she will realize enough
 to make it worth while, that is to say,
 the proceeds less expenses of getting her
 to England will amount to as
 much as she would fetch here. I
 believe that an estimate of her value
 as she lies, cargo included, has been
 made at £4000, £3000 for the
 cargo and £1000 for the ship, and
 if the Company could get her for
 that or even a little more, and could
 charter a vessel for a reasonable
 sum say 12/ a ton to run the cargo
 to the North side for sale, I see no
 reason why they should not get the

had free, especially when all the
sails, gear, and fittings, which would
all fetch money are taken in consideration.
Then an 3200 tons of Merchants coal,
which a vessel of 700 tons would carry
in three trips, and allowing five months
for each trip I should think that the
freight charges would be accepted. It
remains to be seen what the value of
Merchant coal is in Atlantic prices. I
should think 34¢ or 36¢. Another idea
I have to suggest is that you could
agree to coal the Thomas boats until
the stock is exhausted at 24¢ or 30¢.
There is such a prospect of making a
good thing that I should regret seeing
it go into other hands, as in the case
of the Success and others, just for
want of a little enterprise.

9. In securing cargo by
Salemia I hope you will bear in
mind my suggestion that all our goods
should be stowed together, so as to
facilitate discharging, and if possible
you should endeavour to get wood

and any bulky cheap stuff ordered
at a low freight than 40¢.

10. The Ada Brown.
Like all nitrate vessels discharging
requires bags to replace broken and
rotten ones, and unfortunately we
have none to supply her with;
we ought to keep a stock of 500,
and I should suggest your sending
them out; you can find out the kind
used, which I believe are very cheap.

11. As the Company's herd
of horses is getting small, we should
have an entire put by the Columbia;
some people think an Irish hunter
would be the best to get. I have no
doubt Mr. Blake would give you
good advice on the subject.

12. It is very necessary to
provide proper ventilation for the
machinery at Spoon Ferry, as owing
to the length of piping there is great
condensation and consequent waste
of fuel. Mr. Cochito does not

specify any particular kind, but
send the following dimensions:
bales 16 ft x 18 ft circumference.
3 digester each 8 ft. high x 18 ft.
circumference piping 1000 ft. diam.
Mr. Darr's of Birmingham sent out
samples of their sulfate cotton
compositions some years ago, which
appear to be suitable, but you will
probably take competent advice on
the subject.

13. I have favourable reports
at present about the sheep, the steps
taken against the scab having been
so far efficacious; until the last week,
during which there has been much
snow and frost: the winter has been
very mild. I am afraid that scab
is blazing nearly all over the West
Islands. The reports from there are
very bad indeed, both Holmsted's
& Blake's and Buchanan's sheep being
affected for the first time for some
years.

14. 21st Aug. The *Ramona* arrived about midday, and I have your despatch no. 6 yet.

15. Par. 5. Regarding newspapers I have already written: I cannot believe that they are properly posted, or they would arrive as regularly as Mr. Dean's do, some up in exactly the same way. I spent within the prescribed time and with the proper amount of postage they are sure to be delivered. I will say later on whether this mail brings any or not. I have not seen anything about the sailing at Sandy Hook, and am not interested in the subject.

16. Par. 6. This very satisfactory to learn that arrangements in the program matters are considered satisfactory by the Directors.

17. Par. 7. I have already written fully as to Great Britain, and the only other suggestion I have to make is that we might contract to supply the *Columbia* cheaply with

some of the coal, if we had it.

18. Par 9. You will have before this received an answer from Mr. Whigham, and I now enclose copy of letter I sent him last mail.

19. Par 10. I thought it was understood that we re-engage us old shepherds in England; if they return they do so at their own expense, and receive the same hire. It is only necessary, therefore, for you to find out who are returning, in order to grasp how many you have to replace.

20. Par 11. The competition of the new Spanish line will certainly bring down freights, and I shall look out for the cheapest. I should be glad of the agency of the new line, but, if, as is rumored, it is to be given to Davis that would be a good reason for getting the Pacific agency out of his hands, for he certainly cannot serve both lines as far as the passenger traffic is concerned. I am a shareholder in the P. S. & C., and should the agency be vacant, would resign that of the Bay of Alaska.

21. Par. 13. I don't think that any one anticipated another Great Bill, and an action against the Government in their own Court would be a waste of time; however, with regard to this and Par. 19 I am glad to say that the Government has not drained, which will make a ship further west impossible, and precautions will be taken about patenting in future which will prevent the banks from giving way. I quite thought that I had sent copies of the Decree and other Ordinances; they shall be obtained. We are engaged in convincing people about this water bottle, privies, and pigstyes in a manner that does not meet with public approval.

22. Par. 14. Mr. Coates has made no report to me about the Electric light; and I should advise you to confer with Mr. Wagner.

23. Par. 15. I do not know who sent the telegram about the Great Britain, unless it was Mr. Lydard at Monte Video.

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The Whiting, Cassell,
orders long ago have never arrived.

25. I send an open letter for
the Italian Government, which I shall
be obliged by your perusing, and
forwarding the remittance requested.
There was a question 10 years ago of
appointing an agent for my remittance,
but it fell through; the former and red
tape of the Italian Consulate are very
irksome, and I am half inclined to
relinquish it.

26. The Blacksmith tells me
that the coal for Columbia is hardly fit
to use, and he wants about 20 tons of
"Garefield" or "Frankfurt". I cannot
guarantee the shipping.

27. I enclose a form of words for
a new card, which is simpler than all the
swaddle about "most reasonable terms" &c,
being presented personally, all necessary
explanations can be given by word of
mouth. I have struck out several names
in the list of agencies.

28. I shall be glad if you London
Directory for 1886, when done, wish. The new
Lloyd Register has not arrived.

29. Dr. Hector is much
 vexed at receiving no attention from
 the Colonial Office, as he has reason-
 ed on getting relieved long before this.
 The Governor says that the best plan
 for him would be for the Company to
 carry out the idea of having their own
 Doctor, as in that case the office must
 give promotion. I asked the Doctor
 how often he had been called away to
 the North Camp, and he said the
 average was not more than twice a year,
 so that it appears to me the Government
 would hardly keep up a man for such
 small practice, and we might tempt
 them by promising that our man
 should go over if required; but I would
 on no account give way in the matter
 of fees, which must be left to our
 discretion.

30. The Surgeon is going out this
 morning; a few casks of stutons are
 kept back to be repaired, the Cooper
 being at Cape Horn.

I am, Sir,
 your obedient servant
 Thos. G. Cook.
 Manager.

There are no newspapers, you
 should ask the Post Office about this.

Enclosures.

Trip N^o 419

Dup^t " 420

- " Wool Nos sheet out of Luxor
- " Jnl. & Book & balances pure
- " Remarks on Stones
- " Sheep to Goose Green
- " Loss acct of Tallow weights
- " Statements of Indent

2nd ex N^o 419

1st " " 421 for £15 4s 13.8

1st " " 422 " 5 6 0. 13.4

13/2 Tallow for "Severn"

Manley Jnl. & Book & Vouchers July

Indent N^o 53.

Speciment for Card

Manley Wages 30 June

Kingal's acct

Letter for Italian Minister

Statement.

Shipping Report.

45
65

F. I. Co.

Stanley, 7th Sept. 1886.

The Colonial Secretary
Government Office
to. to. to.

The William Abgildary
1756 tons, built in Seasport
1870, owned by J. W.
Abgildary of Seasport and
belonging to that port
arrived 18 Sept 1885 per a
voyage from Liverpool to
San Francisco with masts
damaged; repaired and
sailed 8 October. This
is all I know about her,
further particulars might
be obtained from the U.S.
Consul.

Asst. Secy.

Manager.

64
66

Falkland Islands Co.

Stanley, 13th Sept. 1886.

Sir,

I have the honour to
 enclose an inventory of the effects
 of Nicholas Snow, who died
 last year at Darwin Harbour,
 and a cheque for the amount due
 him by the Company at the time
 of his death, £11. 10. 8.

I have the honour to be,

Sir,

Your most obedient servant

W. J. P. O. O.

W. J. P. O. O.

The Hon.

C. P. Brooke,

Colonial Secretary.

L. L. L.

65
76

Dickland Island C.
Stanley, 15th Sept. 1886.

Sir,
With reference to my letter
of the 13th inst. I have the honour
to request that you will consider the
matter with care, pending the
arrival of a communication I am
expecting from the next of kin of
the deceased, Nicholas Snow.

I have the honour to be,
Sir,
your most obedient servant,
Geo. E. G. G.
Manager.

The Hon.

C. P. Brooks.

Colonial Secretary.

L. L. L.

422.

Hornet.

48

15th Sept. 6.

Sir,

I enclose duplicates of my last for Ramona via Sandy Point, and have now no opportunity of writing through the unfortunate necessity of having to send the Hornet to Montserrat to be docked.

2. The schooner having lately become very sluggish in sailing, I had her hove down last week, expecting to find her false keel injured, and that with a couple of days' work she could be put all right again. Every vessel on the coast gets ashore at times, and in my 19 years' experience, during which I have hove down every one of the Company's schooners, except the Black Hawk, I have never known any difficulty in doing repairs to their keels. In this case, however, probably owing to the build of the vessel, she came down very hard.

F. Coleman, Esq.
Secretary, London.

and at the end it was found impossible to get her out of water. Enough was seen, however, to prove that she had received very extensive injuries, which could not possibly be repaired here, and, as the cost of repairs will be a claim on the underwriters, I at once asked Captain Fowler of the Liverpool Salvage Association to hold a formal survey on her, and got the Master to write a protest. It appears that the fastenings go through the false as well as the main keel, as per sketch enclosed, and as the false keel is partly knocked away the fastenings have no hold, and it is absolutely necessary for her safety that she should be docked and repaired at once. Besides which, another stranding might do irreparable injury to her main keel. It is just possible, I think, if you will just raise the question, that the Underwriters

might say that the protest should have been noted on her return from the trip on which she went ashore, but the fact was is that if we undertook repairs every time a vessel touched the ground they would be constantly having claims on them, whereas it is to our credit that we have never yet made a claim except for a total loss. She left Stanley on the 14th July for Darwin arriving on the 15th, on the 16th she was discharging cargo at Goodpines when a heavy N.W. gale drove her ashore, where she remained six hours. Later on, during the same trip she sailed over a reef near Ruyter Island and touched; these occurrences were not thought much of until the next trip from Stanley to Darwin and back, ~~on~~ from 26th Aug. to 5th September, when, as I have said, her sailing qualities were so bad that something wrong was suspected. Captain Fowler reports the damage to be recent, and there can be no doubt that she sustained it on the occasions

above mentioned. Emerza was
 master that trip, but I am anxious
 for dismissing him, and Merichan
 of the *Vinrod* took his place; he in his
 turn has now to be displaced, as he
 is not a qualified navigator, and he
 returns to the *Vinrod*, giving up
 the command to Captain Jones, who was
 for many years in the service of the
 S. A. U. S. Besides Capt. Towler's
 certificate of survey, and the extended
 protest, signed by Emerza and
 two of the crew, will follow by mail.
 I have had no experience in making
 claims upon Underwriters; but I
 believe that the cost of this voyage up
 to his return to his station will be
 for their account, as well as cost of
 heaving down, &c. of which details
 shall follow. I may mention that
 the wages are: - Master £11, Mate
 and cook £6 each, and three men £5
 each per month, and the cost of
 provisioning about 1/6 per head per
 day. Preparations for heaving
 down were commenced on the 7th.

September. I shall instruct Mr. Humphreys to get the papers certified by Lloyd's Agents in their names, so that everything may be regular.

3. From what I have written the Director will see what an inevitable vessel the Bonnet is for this coast. I shall be glad to know what Lewis intends in future in the probable event of her going ashore at some future time. Which an ordinary vessel such an occurrence is a mere nothing, but with one that cannot be repaired here in the usual way it becomes serious. A stranding may take place and the damage not ^{to be} ~~made~~ until long after the expiration of the annual policy; how could a claim be made then? In this case it happened, curiously, the day after the renewal of the policy.

4. By the Board's order a small case containing the two bottle jacks to be replaced by screw jacks.

5. In my last I mentioned that Lloyd's Register had not arrived. I have since thought that you have

probably transferred the subscription to the Universal Register, which is more useful to me, and answers every purpose.

6. Can you explain the enormous increase in the price of *Cyberi hydraulis pumps*? Those for Ramer cost £35 per pair, whereas those for Corcoran 17th Feb. '82 were only £25, and the new ones were to be duplicates of them. The same remark applies to those for Penderob in 1884, which were £36.

7. In remarking last mail that Schall had had to have the agency of the new German line *Saida* not sufficiently consider my position as agent for the *Siberian*, for which it will of course be my duty to endeavour to get two full cargoes. Now, therefore, if the former is offered Schall declines it; but if they are wise they will send it to Dean, who is able to influence the shipment of a good deal more wool than I can.

8. I write from Montevideo
Honourably Solitarily (Rockleaf Montevideo
sides."

9. I shall be glad if you
will find out for me what should be
done in case of changing the master of
a vessel. I think the Shipping Master
should endorse the change on the articles,
but that the outgoing master should
not be required to sign off as though he
were one of the crew. Mr. Brock who
is always obstructive, insisted upon
having both Emory & Merriman
to sign before he would ship down. The
agreement I understand is between the
master and crew, not between the owner
and master.

Yours, Sir,
your obedient servant,
Wm. B. P. O.
Manager.

Enclosures

Trip N^o 420

Trip . . . 421

.. Jnl & Cash Book July

.. Indent

.. Statement

.. Letter to Coleman

.. 60^s barrel Tallow Weights

2nd ea N^{os} 221, 222 & 224

1st . . . 225 for £37. 12. 6

1st . . . 226 . . . 66. 2. 4

Kingals 2nd & 3rd a/c

Shipping Report

Statement

Drawing of Hornet's keel

Hornet's Journey

3.
Hornet.

16th Sept. 6

Sir. I have just had an offer of eleven second class passengers being mechanics returning to Liverpool; but being unable to book them without paying £20. and not having any instructions to reduce rates or pay railway fares, they are being sent by the P. & O. Co

I am Sir,
your obedient servant
A. W. Lloyd.

J. W. Lloyd Esq.
Royal Mail Steam P. & O.
London.

66
103

Welland Island Co.
Stanley, 24th September
1886.

Dear Sir,
I have the honour to inform
you that there are now and have been
for some time several cases of
Cholera at Stanley, near
the principal house of call on the way
to Dawson Harbour, and, as I know
that people going to and fro have
called there in ignorance of the danger,
I venture to suggest that a public
notice might have the effect of preventing
the spread of the infection, and perhaps
of saving life. I have the honour to be,
Dear Sir,

Your most obedient servant,

Wm. J. Fox
Manager

J. W. H. M.
C. W. W. H. M.
C. W. W. H. M.
C. W. W. H. M.

423
67
Columbo. 44

27th Sept. 6

Sir, I enclose duplicate of my despatch per *Thornet*, which sailed on the 16th inst. for *Montevideo*.

2. I now forward ~~you~~ a copy of her protest, and a statement of expenses incurred in discharging ballast, heaving down and preparing for sea, exclusive of the labours of the crew.

3. The statement per *Thornet* was a sum of money remitted by *Roderick Munn*, about which the only instructions I have received are that it is to be put in the Bank of England, so he believes that institution to be safe. I should think that the best thing to do will be to invest it in some good security, but I will ask him about it when I see him.

4. The steam coals per *Thornet* are very small and dirty, as is always the case with Welsh coal shipped from

A. Coleman Esq.
Secretary.
Lancaster.

London in addition to which he
 more than 50% dears. The canvas
 is again sent from Wheelans, although
 "Stains" was specified: Mr. Wheelans
 may be an excellent servant, but his
 canvas is not appreciated: on this
 point see my despatch 370 - 24.
 Some small harness, quite presentable
 must be returned, the collar is large
 enough for a good sized Newfoundland
 dog.

5. Although we have a
 good supply of peaches in hand, I
 think it would be well to put for-
 ward a little by having 400 more
 shocks by the *Columbia*.

6. Out of eight seals ex
 Guyana sold last week, four have
 been returned as useless in con-
 sequence of dry rot.

7. I have received very
 favourable accounts of the sheep
 lately, two cases of scab have been
 found in Dr. Darwin's sections, and
 the hoggies generally are rather poor,
 otherwise there is nothing to complain of

8. 30th Sept. As puncture
 "as a Hoamas steamer is becoming
 proverbial: there has not been one
 heat up to time since last February
 and this really a serious hindrance
 and annoyance to every one engaged in
 business. The sailing of the West
 Highland mail is rendered uncertain.
 our Camp people make fruitless journeys
 in for the Danvers letters, and it is not
 easy to attend properly to any kind of
 work knowing that it may at any moment
 be interrupted. Barring the discomfort
 to passengers, the old service by the Black
 Hawk was as convenient to everyone as
 the present arrangement.

9. I regret to report that the
 Sydney Dunes was totally wrecked on the
 Billy Rock on the 25th inst. She went
 into Port Williams on the 20th; and on the
 25th & 26th had a fine fair wind to get out
 with, of which the Captain did not avail
 himself: on the 27th it was East, and the
 same on the 28th, inclining to South;

the wind being fair for Cape Horn
 with every appearance of continuing,
 Capt. Fowler advised Capt. Callander
 to engage the *Ramus* to take him out,
 which he did. Owing to the *Ramus*'s
 want of power, she did not get to
 the mouth of Pat Williams until after
 dark, she towed the *Wasp*, and
 Capt. Callander endeavoured to make
 sail to the southward, but he was not
 far enough out to weather the *Betsy*,
 which he struck about 8 p.m., remain-
 ing on it in an upright position.
 The crew were taken off by the *Ramus*,
 and brought to Stanley. Yesterday I
 rode to the light house with Captain
 Fowler to look at the wreck; the sea
 was breaking over her, and she had
 pitched down by the bow, this morning
 her masts are not to be seen from the
 hills, and Capt. Fowler has gone
 down in the *Wasp* to see if anything
 remains. It is a most unfortunate
 occurrence, as the ship had been repaired
 at enormous expense. Later. Tho

Wasp has returned, the Sydney Packet has gone to pieces, only about 20 ft. of her stem being above water, and nothing whatever can be saved.

10. The Holmes has arrived (11 p.m.) with your despatches by 5. The delay appears to have been caused by the stranding of the Chopra; and is not the fault of the Hoeman Co. stevedores.

11. Part. Copy of correspondence with Mr. Whigham was not enclosed. He is evidently a good theoretical man, but nothing short of a personal inspection will be of the slightest good in the end. As to a man named Stewart, there is no man in question or listening to ignorant people; the disease in question is sharp but have never been near a dip, how then can dipping be the cause of it? You say that Stewart reports that Bailton does all his business with Deans now, as if this was news to me. - I told you all about it more than a year ago in 390-9 and 394-5.

12. Par. 5. When you say that, if Hugh Cameron and W. Heis have been in our service a considerable time, the Directors will do as and so, you must be aware from the careful record you keep of our people's names and ages to that they are both new comers. Had their services been more than 5 years a passage would have been due them. Cameron goes now at his own expense, or rather by subscription raised at Danvers. I shall therefore if you can do anything for him in the way of hospital treatment.

13. Par. 7. D.S. is as explained on the specifications. Great Island wool belonging to David Smith.

14. Par. 8. I can't answer for Miss Deane in the matter of pounds.

15. Par. 9. I have told Mr. Langens about the allowances made him, for which he has asked me to convey his thanks to the Board.

16. The mail having been

delivered. I have now to ask - where
receipt of your despatch by 6. There may
be telegrams, but any letter from Mr.
Mumphy is probably on board the
Colfax at Delgada Point, addressed
to the care of Wehshaher & Co.

7. Par. 2. I doubt the Quaker
being large enough, or having suffi-
cient cabin accommodations. I wanted a
schooner of 120 tons with a good cabin, and
it will be unfortunate if she is a 40 ton
schooner. If Captain Smith is George
Smith nephew of Mr. Dyer he is an one
who is totally unfit for the position of
master of a coaster. I don't know that it
is possible to adequately express my disgust,
You say that the Directors wish him to
remain in charge as his family is to
join him, - a very curious reason. I
should have thought that it would be
better to consult me, rather than thrust
upon me an individual for whom I
have a personal aversion. ~~Of course~~
the Board will take care not to give
him a house at the Company's expense.

16. Par. 4. I have seen the statement Mr. Heming's services having made in his own or his Clerk's name & writing.

19. Par. 10. It seems that Messrs. Hayward, Mr. Douglass, Little, Cooper, Jeyes, &c. &c. are in the habit of dropping in, and casually remarking, each and every one, that his own sheep dip is superior to everyone else's; at the end of the interview permission is given to each, not a certain quantity, and the account that is beginning to accumulate here is wonderful. What are we to do with it all? You are sending more of Mr. Douglass's attempts a quantity has appeared in the stock returns here year after year. Little's powder, Jeyes' Fluid besides, how they all are, and how they will remain.

20. Par. 9. Respecting the price of meat I shall not act without the concurrence of the majority of the farmers, so I can say nothing on that

subject this mail.

21. Can you find out as a matter of curiosity what would be about the value per cub. of loose hole stanchions? Captain Fowler has seen some ones, which he offered me at 20¢. Isaac Belmont says they might be worth 10¢.

22. In your despatch you say nothing about Dixon's land. There has been some enquiry about building site lately, and you might easily advance the offer to £ 60. You have also omitted to get the Silenus's measurements, leaving us to lie out for money still longer.

23. The Governor has shown me today a despatch from Mr. Stanhope asking whether Dr. Hunter could pass at once, to take an appointment as Medical Officer at Bahia. Isaac says that it would not do to leave de Camp so long without medical officers, and that before sending a success it would be necessary to see whether the Company desired to continue his arrangements, & that Dr. Hunter

can not. I also said I would send
you some words as follows -

Kanial Dokter Keningin Kampuh
Kawantik " " " December
Kanginnes " " " January
Kammin " " " February

If later you can send your own words.

I have given you sufficient information
to decide about the appointments; but I
may add that if the Directors decide to
engage their own men they should not
bind themselves to anything beyond
promising that they should attend
urgent cases in the South Camp if
requested; they can easily say that they
withdraw from the compact of 1878,
and require their house for their own
office. The Gannos said something
last month about the Colonial Office
"sanctioning" a new arrangement - we
don't want their sanction. - If we
remove all the instruments denied from
the Compt. no medical man in Europe
will accept what is left.

24. I regret to have to complain
of the groceries sent out lately, more
especially tea, ham & bacon. The Company's
tea is always bad, and I have not need to
suspect for years; unfortunately I have run
out of my supply from the Civil Service
store which costs me $1/5$ per lb. in house and
have to pay back for the Company's best,
costing about 2/4. As you have a ticket at
the store, why not buy them next time?
The bacon from Hastings was at first
unusually good; lately the Straker's
tells me it has been almost alive, and
a part quite uncalculable.

25. Regarding wood from British
Columbia, I must leave the matter in the
hands of the Directors. I saw your
letter to R.D. V. & Co. in answer to one
of ~~them~~ in which they failed to give me
some information I asked for. In my
specification I have marked some of
the lines with a cross, meaning that you
should ascertain whether, in consequence
of all wood under an inch being charged
as one, it could not be cheaply shipped

from home. The most important
 are the weather and match boards,
 the other quantities being small. I
 suppose that the lumber would fill a
 ship of 400 tons, at least; could all the
 spars and longwood be taken in both
 lower hold through a timber port? Mr
 West with their experience would
 advise you as to the size ship. I would
 make the execution of the order depend
 upon securing a vessel at a ~~main~~
 freight of \$10 per unit, and I think you
 should pay half freight on pickets, ~~and~~
 on broken stowage, with a further charge
 from here at 30% weight for tallow,
 and a 25% mark for wool and skins,
 discharging with all despatches, and loading
 in 95 weather permitting working days
 going to Dawson's frequent. I cannot
 settle this here for want of knowing
 how Mr. Director would like next year's
 produce to be shipped, as far as I can see
 the vessel cannot be here before May
 or June, which would be a good time
 for loading tallow. I am assuming

this mail, and would ship ballows
 although the freight is high, but I
 do not know whether the ship will
 take it. The actual shipment I
 cannot advise until after the mail
 has closed.

30. There have been no recent
 sales of steam coal.

31. It is very desirable to
 find out whether a seal inspector
 could be got from New Zealand, and for
 what salary. I asked you this last
 year in 1894-10, and I shall be glad
 if you will make inquiries at once:
 our Vice-Chairman is I believe con-
 nected with New Zealand, and could
 put you in the right way. This is the
 only obstacle in the way of pressing
 on a much needed seal act, a local
 man would not do, and a person well
 acquainted with Oswald Shepparing
 would be more than needed.

Yours truly,
 J. M. Stewart
 Manager.

Enclosures

Trip N^o 421

Dupl^s " 422

" Statement

M^r Key Jol, G. Book & Vouchers Aug
2 copies Ordinances N^o 144 of 1886

Hockings & Dividend Authority

Particulars of Tallow

Hornets expenses

" Protest & Survey

2nd ed N^o 125 & 6

Sydney Davies acct & draft 24.28.66

Indent

2 Statements

Shipping report

Chart showing Wreck of Sydney

Letter to Welch & Co

Specification for Timber

424.

Setos.

20th Oct. 6.

Sir.

In my last despatch I should have reported that the newspapers came concurrently (with two exceptions, from the 26th July, that is to say that the first week, from the 19th July, went the way of the rest; this shows that, in and after the second week some alterations in the method of posting them, must have been adopted, which had the effect of getting them delivered.

2. I shall be glad if you will have the Engineer's newspaper addressed to "The F. J. Company's Engineers, Falkland Islands." Justice that Kirkland & Co take nearly all the advertisement sheets out of this paper; they contract to supply it for some papers, and should send it earlier.

F. Coleman, Esq.

Secretary.

London.

3. With reference to the proposed reduction in the price of meat. I enclose a copy of a circular I sent round early this month, to which I have received favourable replies. Mr. Hoffmann's proposal, of which you were no doubt made aware, was that butchers should advance their prices to $4\frac{1}{2}$ pence per lb. rising to $6\frac{1}{2}$ pence per cwt. for every half penny they set over to. This, however, being below the limit of $10\frac{1}{2}$ pence in your despatch of 6th Jan. I have made another proposition, to wit at $4\frac{1}{2}$ pence, which would bring the price of a 70 lb. chop up to $4\frac{1}{2}$ pence, and should the selling price exceed $4\frac{1}{2}$ pence then for every farthing our price shall advance $\frac{1}{8}$. At the same time some modifications in the contract should be made to remove the causes of our present troubles last year, particulars of which you will find expressed in the circular. This is not quite easy

to define precisely the point at
which the rise is to take place, how
a portion of a farthing is to be dealt
with, for instance; but if the principle
is agreed to the details can be arranged
when the *Splendens* arrives. The price
must be based on the grass selling
value in London, unless we can clearly
understand what charges would be
deducted before reckoning the net value,
for these might be piled on to an
unwarrantable extent. I shall be glad
to receive the Directors' views by wire
which will be understood in the case
code under the head of Conditions.

Approval, Limit, or any other bearing
on the subject. Personally, as having
some interest in the Meat Co., it would
be a misfortune for me if it collapsed;
but at the same time I am fully alive
to the necessity of guarding the interests
of the sheep farmers generally. Mr.
Waldron says that he will only supply
half the number of ~~sheep~~ contracted

for, as much as he is fully stocked up wool will pay better. At the average weight of the shipment, 66 lb., the sellers would only get 71. for head, while, if the great rise in wool is maintained the same weight would yield 86. at say, 10. or 10.5, and he kept two or three seasons more.

4. Your agent Fleming may safely deny making promises that cannot be proved, but he is a little bold in giving me the direct reference to the cooking utensils promised to Dickie, for I have papers obtained from the father Fleming's own memorandums, enclosed, on which he stands self convicted. These professional shepherds catchers are not particular about the bait they set their traps with, but having in this instance been caught, I would suggest that Mr. F. should make amends by supplying Dickie with a set of cooking

year at his own expense.

5. Dr. Houston has got
leave from the Government to go by next
mail, and as no one in the Companies
any objections I do not wish to stand
in the way. I have a further suggest-
ion to make about his success, if he
is the Company's own officer, that is
that you might arrange to receive a
sum, say £50 a year, from the Government
in return for permission given by the
Company to him to visit the South
Camp when required. This would be
in place of halting the price as sug-
gested, but in any case let others be no
mistake about his being in the Com-
pany's not the Government service.
You have not completely the whip
hand, and should use it. You simply
say that the original agreement of 1873
will not be renewed, and what can
they do? They can send a man for
£200 a year, and he may perhaps
£40 more perhaps in fees; but he is

deprived of the Company's £100,
 the men's £160, and horses,
 fuel, meat, milk and horses -
 what medical man in England
 would take such a post? On the
 other hand should they agree to pay
 the excess I propose the Government
 will save £150 a year. Without
 our assistance they are powerless to
 act, and yet, with that sublime
 assurance that is characteristic of
 Government officials, they will tell
 us that they are "prepared to counter"
 the arrangement they cannot avoid!

6. Last night, writing in
 much haste while the steamer was
 here, I expressed myself strongly
 about Captain Smith, and on consid-
 eration of the matter I am only able
 to say that I hardly wrote strongly
 enough. The schooner is being sent
 out to replace one that is to be sold,

what then is to be done with the
 master of the *Rattler*, a man acquainted
 with every corner of the backlands and
 who has worked for us, off and on,
 for years? Kicked out to make room
 for an interloper from London, entirely
 ignorant of the coast, and of the ways of
 the place? I do not believe that the
 Directors contemplate any such injustice.

As to Smith personally, I know no one
 better qualified to sail a vessel round
 the Round Room table, or more fitted for
 this coast; in bag and conceit he is not
 wanting, but in every quality requisite
 for a coxswain he is deficient. No deep
 sea man is fit for the work as a rule,
 and even if I knew nothing of the matter
 I could avoid one who has had large
 steamers, and who was a candidate for
 the command of the *Siberia*. If
 I see the smallest loophole in the terms
 of Smith's engagement I shall
 send him home as soon as I can after
 his arrival.

7. In writing about the Doctor I should have mentioned that I have taken over from Dr. Herston all his furniture, as it stands, at a valuation made by the Dominion Storekeeper. An account of it is enclosed, and it can be handed on to the new owner at the same price. No doubt he will find this a more convenient arrangement than bringing out a quantity from England.

8. No remark has been made about the shaft and patent propeller belonging to the Wasp which were sent home in the Helenine; the latter I presume will be replaced by a more serviceable one. When I last visited I was not so much concerned about the boat's speed, as she was just able to keep ahead of Dean's Lissy, but that boat has lately developed such a pace that the Wasp is simply

nowhere. Everybody has a different opinion, but that of the best informed people seems to be that she is so full aft in her model that she carries a lot of dead water, in which she seems to work to little purpose, and that this fault is intensified by the fact that the shaft is only long enough to allow the propeller to be placed close up against the stern post, whereas if it were nearer or close up to the rudder post it would work in free water. - Of course this may be all nonsense, but I give it for what it is worth. You can see the shape of the boat from the photographs taken before she left the ways, and Mr. Cole would be able to say whether it would be worth while sending out the duplicate shaft you have to return 7 ft 8 in. instead of 7' 2" (see invoice of 18/12/85.) and he would further be able to advise what to do about the spare propeller, whether to have a four blade one as an experiment or what would be the

course most likely to result in
 better speed, and more complete
 utilization of the undoubted power
 of the engine. I may remind you
 that having sent all the propellers
 away but the one now in use, I have
 no spare one in case of need. I am
 in a little difficulty about the tubes
 of the boilers, which appear likely to
 give trouble. Until Mr. Costello's
 arrival the boat was worked with
 fresh water, but he recommended
 the use of salt for the purpose of
 getting a scale, (with due regard to
 the calibration of course) and this
 was adopted. Whether in consequence
 or not I cannot say, but on opening
 the boiler some of the tubes were
 found to be pitted, and one started
 leaking. I enclose copy of corres-
 pondence with Mr. Costello on the
 subject; you will see that he advises
 perseverance with salt water. The

spare tubes sent for Selambria I am
told are useless; the boiler is 6 ft long
and the tubes are exactly the same
length, whereas I understand there
should be about $\frac{1}{4}$ " to spare each end;
in this case the tubes will have to be
returned at Miller Lippi's expense.

A tube expander should also be sent
of the proper size; Mr. Costello advises
Pezzeoni.

9. I have just returned
from the Camp, and am happy to
say that everything is satisfactory
and that the season is likely to be a
prosperous one. There is no sign
of seal in any of the sections, and
the disease, if it does exist, is dormant,
nothing having been seen of it lately.
No complaints are made as yet
about Bonvic's ship, so I conclude
they are clean; I went to Carter's
one day last week, and found things
all right, thanks to last season's
vigorous dipping. The ~~season~~ ^{spring} has, so

far, been the direct proceeds, and it has told on the ewes and lambs, which are poor, through want of new grass. However, as far as can be judged at present, the lambing will be quite up to the average.

At Goodfear there is little to report. They are cutting peat and baking skins, and will be ready for the *Selkirk* as soon as she comes. I have made all my arrangements for the season in the way of labour, and fully expect a good ship. I am inclined to think that in the endeavour to save freight I have been urging the foremen to press too heavily; the fact is our boxes are so strong now that they can stand more pressure than the pumps and cylinders, hence the late fractures and complaints of weak pumps. At the same time it is not quite easy to say how much the pressure should be lowered; take, for instance, last

Season's South Sea wool, which went
 into 570 bales averaging ^{cut.} 5.2.6. If
 I reduced the weight to 5 cwt., there
 would be 57 more bales, which at 28
 feet per bale would measure 40 tons.
 The freight at £40/ would be £80.
 That is to say I could buy up two
 pairs of pumps per season, and still
 be a gainer. I am only therefore
 cautioning the Overseers not to overstrain
 the machinery, lest we might be left
 without any. I suppose you are aware
 that ours are the best and heaviest
 bales shipped from the islands.

10. I have about 400 hides
 awaiting shipment, and I shall try
 to get them away by next steamer
 if they will take them. There are
 also 26 casks of sundry tallow,
 and I hope to have ready all the
 Spoonpens sheepskins, 18,000 in
 number, a portion of which, however,
 belong to Dean's shirts.

cont'd @ Page 106

1/6

113
Fackland Islands Co.

Stanley, N.W. Oct. 1886.

Sir, I have the honour to inform you that two letters addressed to F. H. Humphreys, Esq. and Lloyd's Agents, London & Co. respectively, and posted at the office for transmissions per Rances last August have miscarried, and as they contained important telegrams the delay of which has led to some correspondence. I shall feel obliged if you will enquire into the matter. I may add that these letters are recorded as having been posted and not sent by hand.

I have the honour to be,

Yours truly,
The Hon. E. T. Brooke.

Postmaster.

to to to.

Sir,
your most obedient servantW. H. P. O. O.
Manager.

11. 22nd Oct. The letter arrived at dusk last evening with your des. Feb. 677, and telegrams that should have come for C. to Paris.

12. Par. 1. To doubt Mr. Humphrey sent my letters by a faster boat than the one that took the mail for Memphis.

13. Par. 4. I can only say at this moment that at 40/ 100% the Silesia will not get a pound of cargo, rates are already 25% from Hamburg to the West Coast, and as soon as Kisten's line comes here our freights will fall too.

14. Par. 5. I should have reported last mail that Mr. Clymont sold his interest to Dean for £6000, and went for Coblenz; from what I hear, the Charter River affair are in a hopeless mess.

15. Par. 7. Mr. Humphrey will have already explained to you that I did not fail to send a telegram about the New River in the proper

date, but through some carelessness
the letters for North Side by Kowass
appear to have miscarried. Regarding
Hoyti, I refer to their letter of 1st
March in reporting the same Drummond,
and Smith in explanation to the Secretary.
I have been Hoyti Agent 17 years,
and only once permitted to attend an im-
portant telegram, in 1876 when I had
no clerk, and was permitted.

16. Par. 8. Shall telegraph
"Hewston leaves November."

17. Par. 9. I am sorry that
no explanation was sent about the
patterns for Dennis; it was intended
to ask you to get a casting made for
the Flors's mudders, which please procure
to. It should be yellow metal, or brass.

18. Par. 11. It is satisfactory
to hear that the Quetta has some
cabin accommodations, but I am glad
to find that Mr. Morrison is not
coming for Leasly do not know
where to put her. Morrison made

no complaint to me of ill health
or loss of sleep.

19. Part B. The arrangements
made with the M. & C. respect the
conclusion come to here, but I fear
there will be some difficulty in
getting people to agree, in the face of
the rise in wool. We shall now have
to reduce the price payments in
Stanley again. I shall be obliged
if you will make a point of informing
the M. & C. that of was the lowest
limit mentioned in your last despatch
to me, otherwise it will appear strange
that I did not endeavour to make
the arrangement about of. at once.
This all may well be drawn up a
plan for Selim's copy for
your own amusement, but they are
hardly a guidance to me: all that
can be done here is to hurry the work
along and get her away, which with
exceptionally good luck may be on
6th March from Stanley.

20. Par. 14. The early despatches of our wood appears this season to have resulted in a loss of at least £10,000.

21. Par. 15. I cannot quite make out whether you have sent out Ritchie, Morrison and Anderson at the Company's expense. But if you have, it shows a lamentable lapse of memory on your part, for it has been distinctly laid down for some years that all the hands returning to their places do so at their own expense. These men are on the highest wages, and if you have not arranged for a deduction of the passing money you have paved the way for endless trouble with those who have already found their own way out, such as T. Goodwin, D. W. Kenzie, W. Lucas and others. The wages question has given us trouble for some years, in fact ever since the adjustment of pay according to length of service was made, but it is quite possible that it may now be

responses. Again, I asked for eight
 shepherds; you have sent among them
 John Spenson, the foreman of the labourers
 at South Hill. I told you of him in
 444 - 55, and said that I should
 re-engage him, as he was out of the
 reckoning altogether. It is almost
 inconceivable, too, to me that after
 so many years in the Company's service
 you have not learned the difference
 between a labourer and a shepherd.
 As regards photographs and other things
 coming out of the "American Library"
 notwithstanding my repeated explana-
 tion that no such institution exists
 in the country ^{in which} you understand it, the
 books being on shelves in one part of the
 store. I will say, ^{one for all} that most of your
 contributions find their way to the
 waste paper basket, and that for any
 thing but books, large or small,
 valuable or worthless, there is absolutely
 no room.

W. The barque J. P. Smith

from Coquimbó with Manganeses
has arrived leaky, and so much
damaged, that it is almost certain she
must be condemned. The ship is
consigned by the charterers to Deau.

but as some time may elapse before any
definite step is taken the owners may
perhaps be inclined to put the business
in our hands: Therefore we

"Telegraf J. S. Smith & Thomas Cannon

23. A Mr. Luis F. Kuffe
has called on me this morning with
reference to purchasing meat for
refrigerating. He has a Peruvian
concession for 10 years, and proposes
to buy swine at 124 here and in
the Straits. For an account of the
concession see "La Nacion" of
Buenos Ayres of 20th Sept. first and
second columns on the first page.

24. Dr. Meunier has a theory
that the sheep disease is Charbon
not fatal French complaint. He has
seen on account of Pasteur's experiments

in circulation for it. I have no
further communication from
Mr. Whigham.

Dear Sir,

Yours obedient servant

Edw. Howland
Manager

Enclosures

Trip No 422
 Despatch " 423
 " Jol & Wash Book Aug
 " Statement B. Indent
 " Suggestions for Lumber
 Order for Sailors wages £ 9. 2. 10
 Circular re Frozen Meat
 Extract from Waldron's letter
 Jol & Wash Book with Vouchers Sep
 Flemings Memo
 Note to Costello & Reply re "Wasp"
 Hornet's Protest
 Inventory Henslow's furniture
 Shipping Report
 Statement
 2nd ea No 127
 Indent
 1st ea for £ 38. 11. 6

105

114

Tatlow's Island Co.

Stanley, 26th October, 1886.

Sir,

I have the honour to request that you will be good enough to have the horse rollers belonging to the Company returned to us as soon as convenient.

I have the honour to be,

Sir,

your most obedient servant,

A. W. E. P. O. O.

Manager.

The Honble. E. P. Brooks,

Colonial Secretary.

L. S. S.

113

158
 Falkland Islands Co.

Stanley, 27th Oct. 1886.

Sir,

I have to request permission to discharge a small portion of the cargo of the German barque Ida into the lighter Fairy, until the broken stanchions have been removed and replaced. The Fairy is being fitted with locking hatch bars in order to secure the dutiable goods.

I have the honour to be,

Sir,

Your most obedient servant,

W. B. Snow.
 Manager.

The Hon. E. T. Brooke,

Collector of Customs,

Stanley, Falkland Islands.

425.
 Sir.

92
 145

27th Nov. 6.

Sir,

In my last despatch I omitted to confirm Donald Morrison's statement about the £40 deposited here; but the information was accessible to you in the copy of the Stanley cash book for March, 1886.

2. The discharge of outward cargo by the Thomas steamers is becoming increasingly awkward and expensive for us, in consequence of the large number of consignees, and the way our cargo is distributed all over the ship. We may have a quantity that by itself would about fill our hold, but it usually happens that they get filled up with other people's goods before a quarter of ours are out. They cannot be expected to sort the

H. Colman, Esq.
 Secretary,
 London.

cargo on board, and the only remedy appears to me to be to send all our cargo across from London in the same boat, and try to get it closed together in Hamburg or Antwerp.

3. Returns the papers about Falkner's invoice, which quite explains why it was not convenient to be more explicit on the subject. I am obliged to point out, again, however, to put the matter right, that a most inconceivable mistake or blunder was made in the London office last year in ordering a building to be constructed in London that I had explicitly written and telegraphed about as being about to be built here. (For details see my despatches 404-19, 406-24, and 407-21.)

Now it appears for the first time that Falkner was the contractor for this building, and that you had to pay him £65 as compensation for

your own mistake. I think £65 you
coolly and calmly put into an
invoice with some other wood, and
send out to be charged to the Store here
as stock. The transaction is smart,
and rather commends my admiration
than otherwise; but as it is found out
of course it won't do, and the amount
must either be transferred to London
or I must enter in the next stock
return "Imaginary wood or Lignum."
I'm £65.

4. You have gone into
unnecessary expense over the hydraulic
cylinder, which I asked for in my 486-
27, giving its diameter and the length
of frame. I mentioned that I wanted
it to replace one fractured in consequence
of a flaw, supposing that the makers
would replace their defectives making for
nothing, as they did before. However, you
have sent not only a cylinder but the
same as well, which I did not ask for.

the two costing £34. I shall return the same by this steamer, as if kept later it may not be allowed for. I am mortified at having to add that the Lotos carried the cylinders on which her, and, ~~although~~ it will probably be returned this time, the overweight may cause much inconvenience at South Amst.

5. With reference to the ^{old} mistake made in sending out hands on high wages with a free passage, I must again explain the arrangement by which free passages were abolished some years ago. In order to put a stop to the constant discontent about inequality of wages, I was assured by the Directors to reestablish the following scale: - minimum wages for a shepherd under five years, ~~was~~ £5 per month, over five and under ten £5.10/-, over ten £6, which is the maximum attainable by a shepherd.

Free passages out and home to be abolished, but in the case of new men engaged in England wages to be £45 the first year, £55 the second, and £60 the remaining three, which is equivalent to giving them £5 per month from the beginning, but deducting £20 for passage money advanced. The system has worked admirably, and has entirely put an end to the discontent about wages: when a man leaves I tell him that if he turns up again in the Falklands I will re-engage him if there is a vacancy, no question about passage money arises, and since the plan was adopted W. Bethune, J. Wallace, J. Goodwin, D. W. Kenzie, W. Fraser, E. Morrison, and J. Lees have all gone to England, and returned at their own expenses. Knowing this, and in the face of my despatches 399. 32, 406. 15, and 412. 9, in which I write that D. Morrison would return on his own account, I am at a loss to

understand how you could give him
 as well as Ritchie a free passage, not
 only throwing away about £40, but
 upsetting my arrangements, and
 giving just cause for complaint to
 those who have not been so fortunate.

6. It appears that the 126
 casks Suttons for Selkirkia lost on the
 gross weight sent from here about 16
 lb. per cask, and on the net 18 lb. I
 cannot understand this, as the weight is
 not taken until just before shipment; that
 is to say the gross weight: for the empty
 casks are weighed and taxed from the
 cooper's hands.

7. I made the above calculation
 with some difficulty, in consequence of
 the confusion & illegibility of the Brooker's
 paper copy of scales, herewith returned
 for inspection. I must also point
 out that the Brooker's public sale catalogues
 so frequently sent me, without the prices
 being given in, are absolutely devoid
 of useful information.

8. I should be glad if you
could send me the original agreement
signed in Scotland by Myles the Black-
smith about the end of 1873, as he asserts
that the one exchanged for it in London
differs from the first in several essential
points. I don't believe him, and have
no doubt it is the same as Anderson's
case; but I am sorry to see that the system
of signing ^{afresh} in London and Edinburgh
is continued, as it gives men room to say,
which they actually do, that they sign for
certain terms with a resident agent in
Scotland, who lies to them by the yard,
and that when they see you, you put before
them another agreement which you tell
them is word for word the same as the
Scottish one, they exchange documents, and
only discover how they have been deceived
by the time they reach the Equator. This
is pretty notorious without doubt; but
still it is current among the men,
and it should, if possible, be prevented, for
the credit of the Company.

9. As the *Selas* went out
 on the 22^d inst. she met the German
 barque *Wido*, from Bordeaux for Callao,
 running in for repairs, and after her
 I mention this circumstance to anti-
 cipate any complaint that may be
 made of her not being reported by me,
 in case her arrival should be advised
 by Capt. Danielsens. The vessel is
 consigned to the Company, as usual,
 and is having some new stanchions
 and bulwarks put in, spars and
 sail made, and decks painted. A
 Bottoming Bond will be taken for
 her disbursements as usual, subject
 to arrangement for credit with the
 owner, J. D. Ahlers of Elefant.

10. The N. S. barque *Charles*
Peter from New York for Callao has
 put in leaky, and is consigned to Deans
 as *Vice-Consul*. The leak in the *San*
Brown has been stopped, and she is
 reloading. We shall have to pay Deans
 more than £300 on her for want of a
 second bulk.

Falkland Islands Co.
 Stanley, 19th November, 1886.

Sir, I have the honour to
 acknowledge the receipt of your letter
 of this day's date, giving the
 stipulated three months' notice for
 the termination of the coal contract
 dated 14th August, 1883.

I have the honour to be.

Sir,

your most obedient servant,

Geo. Wood.

Manager.

Captain A. A. C. Fox, R.N.

H. M. S. Folio.

11. It appears to me questionable whether the owners of sheep generally will agree to the reduction in price proposed by the Meat Company and accepted by our Directors. The drop to $4\frac{1}{2}$ suggested in my circular of 1st October has been ~~unanimously~~ accepted but there appears to be a disposition to wait a bit before going lower. It is my duty to accept without criticism any resolution of the Board; but it is right to report that the general feeling so far seems to be that they would have done better to wait and go with the crowd, rather than accept so precipitately a reduction which many are unwilling to concede.

12. I send the article on meat in *Vers* referred to in my last despatch.

13. ~~It~~ ~~will~~ has been better to send out the *Quetta* loaded with wood, posts, or anything rather than steam coal, of which there are lying here at present 3400 tons, apparently waiting for an offer.

144. As Dr. Hunter is going by this steamer, it will be as well for me to recapitulate certain remarks made at various times on the positions of the medical officers at Darwin, in case the Directors should not yet have taken action. The Doctor receives £200 a year from Government, and £400, roughly, from the Company and their employes in cash and allowances. But he owes the Company no allegiance whatever, officially he does not know them, and his position was defined by Governor Callaghan as being that of a Government surgeon whose duty it was to attend upon those in the employ of the Government; with permission to supplement his pay by private practice. If a member of the Governor's family has a fancy for consulting him, he can be sent for from Darwin at any time, regardless of the greater pain

our people have upon his time and
attention: this is no imaginary case, but
has actually occurred. If a serious
illness breaks out among the Company's
servants, it is not reported to me, but goes
officially to the Colonial Secretary, from
whom it filters to me in time through
the Colonial Surgeon. The position of
Government - I was open to Dr. Keen's
has been chosen to accept it, but with
much pain, and a feeling of honour
which might be wanting in another man,
he did not avail himself of the offer.
I fear that this undesirable state of
things is inseparable from a particu-
larship with the Government, such as we have
had in the engagement of Dr. Keen's,
and I see no remedy but that of having
our own man. With the new man
Government or private, I am anxious
to maintain cordial relations, but I do
wish to be consulted, with or advised

in all matters relating to the
health of our own people, in the
maintenance of which it is alike my
interest and duty to give every assist-
ance.

15. With reference to par.
8, Mr. Hyles the blacksmith has given
me notice that he wishes to leave
the employ as soon as I can find
a successor, say in six months time,
it will therefore be necessary to get
out a new man by the March mail,
unless you should have a sailing
packet leaving in February. Mr. Hyles
has lately had Carpenters' pay, 4^d
per day or £10.10.0 per month, with
an extra 2^d per day when working
for ships or outsiders, and a house
rent free. He is a good all round
man, with an uncertain temper, which
has made him difficult to work with,
the foreman carpenter and his strikers
having had a good deal to put up with

at times

at times. He came out with a free passage and 7 per month, his wages having been raised to the present amount as soon as his five years' agreement expired. Some judgment will be required in selecting a successor, for although thousands of men would jump at the pay it is necessary to find a man who is willing to run out of his regular groove. He must be up in all kinds of Blacksmith's work from ship repairs to shoeing a horse, have some idea of working an ordinary lathe, understand soldering, be able to use screwing gear, both for pipe and bolt head work, and it is better to have some knowledge of brazing; in a few words, a thoroughly handy man. Myler has fulfilled all these requirements, being of an enquiring and intelligent turn of mind, but he appears to consider himself underpaid

in comparison with the foreman
 carpenter, and thinks he should have
 extra pay for working out of his street
 line of business. I have tried to
 explain to him that he gets his present
 high pay because he can turn his
 hands to other things, and that a
 common blacksmith would have
 much less. It would be best to take
 time in selecting a ~~person~~: Captain
 Fowler, who has to do with a good many
 kinds of mechanics says that some
 of the best ones in England would
 come for Myler's pay, and advocates
 getting one who has practiced diving.
 I am going to ask him to write
 to Mr. Rundell to recommend a man;
 the foreman who repaired the Sydney
 Dues would be admirably for ship
 work, but he may not be up in other
 branches of a blacksmith's trade.

As to wages, I am opposed to giving
 any pay with a free passage. If the
 man is a qualified workman he should
 have mechanic's pay, and find his own
 way out. The Carpenters, Blacksmiths,
 and Coopers get 4^s per day, or £10.16.^s
 per month of 26 days, with a free house,
 and I would give the new man the same,
 advancing him his passage money, if
 necessary, with a stipulation for repayment
 of so much a month. Sobriety is most
 necessary, there must be no doubt
 about that, and he should have the
 reputation of working amicably with
 his fellows. I have written at some
 length on this subject, as the blacksmith
 may influence for good or evil our power
 of dealing with ships in distress to a
 large extent.

I regret to say that I have
 not been to the Camp since last mail.
 And before I intended to go, a fortnight-

ago I had the misfortune to hurt my left knee, and was laid up for four days: I was impatient to get out and did so too soon, the consequence of which was a sudden attack of violent inflammation, which has extended over the greater part of my leg, and laid me up for I cannot say how long. I am a strict prisoner, and have to get through the mail as best I can by means of a temporary stool at which I can write lying down in an easy chair. For more than 12 years I have not been confined to the house for a day, and I cannot remember at any time being shut up as long as this: coming at the beginning of the busy season it is most irksome and inconvenient.

17. I forward the first lambing account, which quite comes up to my expectations, being 43482. & 4327 more than the same account last year

last year. The final account after
last clearing having been 44,192,
if the same proportion is carried out
we shall have over 49,000 this year,
or within the estimate Surada last
winter.

18. The first state of this dispute
having been written before my intended
but punctuated departure for the Camp,
I have to add, with regard to the West
Co., that most of the farmers have
submitted to the reduction, though in a
grumbling way; some, among whom
is Mr. Waldron, are reducing the amount
promised, saying that it only pays to
sell those which are fast, their prices
for wood. I am afraid that there will
be some difficulty in getting the 6000
needed for the two ship-works.

19. I am greatly concerned about
the prolonged delay of the Steamer. The
Folio came in from Montevideo on the
10th inst., but brought absolutely no news

Here I break off (29th Nov.) to say
 that the *Ibis* has arrived, and the delay
 of the *Comet* has been explained, though
 it is very serious and unlooked for.
 I have received your despatches 678 in
 duplicate, and 679, also letters of 20th
 and 23rd October via Lichon. Mr
 Humphrey has forwarded your
 telegrams of 10th Nov., some no doubt
 acknowledged by him already, the one
 for Captain Fowler, communicated to
 him, the other Great Britain paid
 "freight 1750 freight in earlier times.
 I could understand it without the word
 "paid" as meaning G.B.'s coals are
 purchased for £1750, and then wherever
 you price off, and therefore must
 take it to be that. Until receiving your
 letter of 22nd Oct. (Humphrey's coming
 straight from on board) I took the words
 to refer to payment of freight, according
 to C.B.C. code, it would be better always

81
to make use of unappropriated words
in the supplement.

20. by 8-2. Respecting passen-
gers. Officers only carried with arrange-
ment made with me, and Petrie may
think himself lucky to have got his pas-
sage free by such a fluke, so shall not
pay him the railway pass. Can you the
new man will get his. Signed the
agreements here and Messrs. Collins did
all that was necessary, so the possibility
of getting shepherds away from England
without a nurse is established.

21. Par. 5. Who is Captain.
Think that he is to have the privilege
of a house rent free an indulgence
never granted in my time to any of
the Company's masters? Even the masters
of the Black Hawk when running the
mail had to find their own accommodation
when on shore. I have no house for this
valuable individual, and shall have to
build one. The crew I see are to be

discharged and sent home on full
 pay at the Company's expense - this
 is a most departure, and a wasteful
 one; I look forward to having a
 cheap crew as usual for 12 or 18 months
 but something seems to be done now
 a days with a view to spending as
 much money as possible. I would
 advise you certainly, look at the vessels
 we have lost. Lotus, Anne Brooks,
 Black Hawk and Sparrow Hawk all
 insured, it is a risky coast to be on.
 I do not, however, see much risk of
 liability for loss of life, unless there is
 something in the U. S. Act that I know
 nothing of; we once had a man washed
 off the King's jibboom and that is the
 only kind of accident likely to happen.
 The only Chronometer I have in the
 Black Hawk's has brought out the time -
 this I keep in the office and give to

any schooner going away from the islands; the *Mount* has it just now, and there is no necessity for another.

22. I suppose you have heard that the *Montevidéan* mail for *Banaroo* has at last arrived via *England*.

23. 679-2. The error in the cost of the *Steam Launch* appears to be minor; when I get to the office again I will look into it.

24. Par. 5 and 18. The news about the *great Britain* is admirable. She was surveyed last week by some of the officers of the *Foelix* with a view to her purchase by the Admiralty as a depot or store ship, and notwithstanding her value to us as a bulk *Samoa* the Directors would be induced to part with her for a present handsome profit,

say	Ship	5000	
	2400 tons coal @ 40/	6800	
		<u>£11800</u>	cost if

both having been, it seems £4750.

I am now going to write Mr. Humphreys
 to arrange to charter vessels to carry
 3000 tons to Antwerp & back, limiting
 freight to 10/6 or under, and if he
 thinks the quantity should be spread
 over a period I shall authorize him
 to take six months over it. Meanwhile
 you will of course attend to insurance,
 and get a certificate for Mr. Humphreys
 of the description and quality of the
 coal, which is wanted on Capt. Sturpi
 Bill of Lading. If there is a chance
 of the Admiralty making an offer
 I shall instruct Humphreys to write
 you and wait. If the Admiralty buy
 the ship they cannot buy the coals down
 under 40/6, therefore that should be the
 minimum price asked. I am of course
 considering that a small portion of the
 profit to be made out of the Great Britain
 should be laid out in the purchase of
 a small bulk. If the coal goes to

Mounted in Ships to clear 10% a ton out
of it.

25. Par. 7. I want the success of
the steamer you mention, and should
touch Terra del Fuogo with caution.

26. Par. 9. In a despatch from
London 17 years ago I was informed that
all fees connected with Lloyd's Agency
were to be mine, and the same were
considered when my salary was last
fixed in 1873. This being the case I
should like to know whether by your assension
to my fee on the *Luigia S.* as a "donation"
for work done in the Company's time the
Board wish me to understand that I have
in any way acted improperly, ~~and~~ if not,
whether they consider it business-like or
in good taste?

27. Par. 11. I wish Dr. Heron's
intended departure last week in order
to charter the time the Camp would be
without a Director, this should be attended
to at once, instead of waiting till next
April. I need say no more to what.

I have written on this subject, but I beg to you to bear in mind that with a view to explaining the whole thing I have written freely and unreservedly on many points that I do not wish to add to or re-open outside the Board Room, and that any differences I have had with Dr. Herdson have been official not personal, arising from our different points of view, and have long since been buried. I have tried to show that with a Doctor subordinate to the Governor only there must at times be strained relations; but as to Dr. Herdson himself it will be difficult to find his equal again, and I have a great regard for him.

28. Mr. H. Head's tale is certainly very good, but I do not know whether the demand is much likely to increase. If this is a naval station, naturally all things will be in greater demand.

29. Captain Parr of the Thalia has been in to see me, and says he is reporting on the Great Britain. He has heard that the Thalia is to call here

41
from Australia. Please send me a
Naval List.

30. Letter of 19th Oct. The only
sheep dips likely to be used at present
are Linn's Suiplum, Linn's, & Cooper's, it is
a perfect unisource being preferred by all the
makers to try their wares.

31. 22nd Oct. I must look up my
old negatives when I get on my legs again.
I cannot telegraph about Great Britain, I have
sent Capt. Staff and arranged to take an
inventory as soon as the mail has gone,
but no business can be done while the
Ship is here. Shipping List (a reading
further) in the worst I cannot telegraph.
Complete account to check up next mail.

32. 23rd Oct. Mr. Kingston will
attend to your wishes about stamps.

33. The Adm. Board's accounts
cannot be made up until tomorrow I
fear, so he has cannot go. The last's
repair should be finished this week.
If you arrange things with the owner
you will have to telegraph to the British
Consul at Callao to cancel the Bond.

Int. The Telegrams will be
Shipping Invoice eight hundred
Ida.

Sau. Li.
your obedient servant,
M. E. S. O. S.
Manager

Rebours.

- Trip N° 423
- Draft " 424
- " Indent, Statement.
- " Jnl of Cash Book Sep
- Hattner's papers returned
- Camp & Stanley Wages Sep
- Stanley Ledger Balances "
- Extract from La Nacion
- Press Copy of sales net?
- Jnl Cash Book with Vouchers
Oct.
- 2nd ca N° 431.
- Meat circular
- Coal supplied to Frolic
- 2 Statements
- Shipping Report
- Indent
- 36 penny stamps
- Copy letter to Schlottfeldt in letter.

1450
 Falkland Islands Co.

Stanley, 30th Nov. 1886

Sir,
 With reference to the notice
 given to terminate the contract for
 the supply of coal to H.M.'s Ships in
 this port. I venture to point out to
 you that the quantity taken during
 the continuance of the contract has been
 very far short of the 250 tons mentioned
 by Captain Bowen. Such as the
 probable demand.

In order to prevent any
 failure of supply on the part of this
 Company. I have always taken care

Captain W.R. Kennedy, R.N.

Senior Officer.

H. or S. Ruby.

to keep

to keep on hand from 200 to 500
 tons, trusting in an increased
 demand arising through ships
 from the Pacific and Australia
 calling as soon as this became an
 established coaling station. Not
 only, however, has the demand each
 year actually fallen off, but I now
 find myself encumbered with a
 stock of coal, which I have no means
 of getting rid of except at a loss. The
 demand outside N. H. I. ships
 being small, and most uncertain.
 This, I need hardly point out, affords
 little encouragement to any one to
 take up a contract, that in itself leaves
 so very small a profit.

Under the circumstances, may

I am

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I ask you to do me the favour of
directing the Commanders of the vessels
of your Squadrons to take as much
coal as possible before the termination
of the contract?

I have the honour to be.

Sir.

your most obedient servant

Wm. E. Fox.

Manager.

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Wm. S. Ruby.

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1595th Dec.

6.

This vessel has come down from the Plate to get a clean Bill of Health. Captain Kennedy having been in Buenos Ayres at the time quarantine was declared against that place on account of Cholera. She is to leave for Montevideo as soon as the mail arrives.

2. I regret very much to have to report that I have not been at my office since last week; my leg was nearly well at the end of last week but on Sunday night I had a relapse, and am still a slight prisoner. Much to do, and to look after, this confinement is perfectly intolerable, it is more than 26 years since I have been kept in for more than a single day, and I bear it with anything but resignation. However, I will go to

J. Colman, Esq.

Secretary,

London.

other

other subjects.

3. The *Chance* and *Leonora* have arrived; the *Guineeta* is still out. The *Boon* returned from about 6 days on the 8th inst.

4. When the *Guiana* has discharged her Welsh coal I raised your attention to the folly of shipping it from London where it is more than 50% dearer, besides being broken and dented through transit by rail, and on looking back I find that I need strong enough impressions about the same thing in 1881 to prevent, as I thought, the mistake being made again. My warning was disregarded, as usual, and the *Guiana* has come. The *Ruby* wanted 200 tons, and the *Vicar of Bray* was sent alongside; but, as will be seen by the enclosed note from Captain Kennedy, he absolutely declined to receive the coal, and it was only with great difficulty that he was persuaded to allow

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allow
his men to dig down to the remains
of the last good coal on Harry's Lake,
of which he took 75 tons. Mr. Dean
has allowed me to empty his coal bulk,
and this is being done today; but I
hear that he has only about 60 tons, which
he will take as he wants it from the
Great Britain. The Ruby will then have
enough coal to carry her to Montserrat,
and Captain Kennedy does not care to
run round and go alongside the Great
Britain, or to dirty his ship again by
taking a lighter load to fill up as soon
as we can get the Fairy fired. Thus
we lose the sale of about 70 tons, and
we have on hand what is left of the
Guyana's stuff, 1190 tons, less 39 taken
by the Holis with much gunnelling,
and a few by the Wasp, damaged
by Captain Kennedy as absolutely
"worthless for steaming purposes, and
"not worth 3 shillings a ton." And the
Ship bears the loss, not the London office;
it is

it is too bad.

5. When Captain Kennedy came to see me the other day, he told me that he meant to keep the Islands well supplied with ships, as he thought they had been rather neglected of late. The *Provia* goes as soon as she returns from a cruise she is making round the islands, but the *Kendy* is expected shortly to take her place: she will be followed in course by the *Watchful* and possibly the *Swallow*, and the *Kendy* herself may be down in Feb. or March again. The prospects, therefore, of getting coal are good, and if the Admiralty idea comes to nothing I shall limit the quantity to be sent to the Islands to 2000 tons for the present. I am going to try to fill Mr. Dixon up at something a little more than what he can import coal for, probably he will take 500 tons, and generally speaking, I will

keep my eyes open, and sell the Great Britain's cargo to the best advantage.

6. I have been getting a lot of things ashore from the Great Britain, but I am afraid that it will not be possible to make out a complete inventory at present. The provisions will be taken into the Store at a valuation, except those which are sold direct from the ship; there are 20 or 30 barrels of beef and pork for which I can get £4 each, and the boats may be put down as worth £100 at least. The sails have all been put into good repair, some of them take 18 or 20 men to handle, so I cannot go to the expense of turning them over. Can you do anything with the iron saws and topsail yards? The main and foremast are 105 ft. long, said to be the longest in the world, the topsail yards might come in for use here, possibly, in case a large ship wants a lower yard. What I propose to do

bonds, if it meets with the Directors
 approval, is to send forward by next
 steamer 400 or 500 bales of wool, so as
 to keep you going in funds, and after-
 wards to charter a vessel in Atlantic trade,
 by which I will send all the sails, rope,
 jibs, spare chains & anchors, blocks,
 lamps and fittings of every description
 that will not sell here, a quantity of
 old hydraulic gear now superseded, the
 Macpi fish boilers, our clients' produce,
 to be brought in at a through rate for
 London that will not pay steams, fitting
 up with our own produce. For dead
 weight I have on hand 130 tons Nitrate
 & Soda Powder, the shipment of which
 is left in my hands, so that altogether
 my course appears to me to be clear. I
 will try to obtain the Directors' approval
 before acting; but in any case I should
 not clash with any arrangement that may
 have made, for an outward charter
 from London would of course have a
 clause for terminating it at the end of

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the outward voyage, seeing that for
latter I may avail myself of the cheap
freight by the Columbia.

7. The *Ida* is ready for sea.
Her accounts are enclosed, and a Bot-
toming bond signed for a larger amount
than advised last mail, to wit, which
I will look up the Case. This bond is
given on the understanding that if the
owner arranges for a credit you cancel it,
or hand it over to him, and the arrangement
has usually been I believe that you take
an approved bill with 10% if on the Continent
or 7 1/2% in England, he paying for the
insurance and telegrams; but you have
plenty of precedents in the office. The
necessity of Bottoming, you are probably
aware, arises from the fact that a German
shipmaster cannot pledge his owner's
credit. I shall endorse the Bond to
H.B.M. Consul at Cassel, and to place
the matter clearly before you one copy
will go with the accounts. In some sundries
in the way of wages and provisions I have
drawn upon you @ 90%.

8. A bill went forward last mail in favour of Mr. C. W. Schuchman of Hamburg, it included the amounts of a few of our clients' cheques which had found their way to Sandy Point, but was principally in repayment of the cash deposited years ago by W. Halliday and some of our shepherds, and now transferred to Mr. Sirkemranch. As there were arrears to be paid, the Deposit account is being gradually wiped off. W. Halliday and W. McCall have started a sheepfarm at the River Gallego.

9. The work about the materials for the Steam Lumber was made here, but the invoices ~~of it~~ were attached to the general invoice for the Lumber, copied into the invoice book, and in due time charged by the Storekeeper as deliveries, plus the usual additions for freight and expenses. On the other hand your plan of keeping them in London was unfair to the Store, for you gave it no credit for the freight, and
it was

It was not, speaking from memory, consistently carried out, as all subsequent purchases, including anchors, chains, and the new boiler, was sent out here in the usual way, and charged to the Store.

10. Steaming has begun as usual, and there is no reason why there should not be a good ship. Although I was unable to go out, according to my usual custom, to arrange personally all details for the season, the weekly reports show that everything is progressing without a hitch, barring the usual amount of deaths from the disease, which do not appear to diminish.

11. The *J. B. Smith* is condemned, and will be sold by auction, but is unlikely to fetch much. She is a worn out ship, and I should think that her owners are unlikely to recover much from the Underwriters.

12. I have had an offer from
 J. N. Theobald of P. pub. for half
 wools, i.e. bunnets, sheepskins, which
 seems to me more than can be got in
 London.

13. Myles has asked to be allowed
 to withdraw his notice, and if you
 have not engaged a successor I have no
 objection for this once, as he appears to have
 seen the error of his way.

14. Dec. 16th At 5.30 ^{am.} the Steamer
 arrived, and four hours later she
 sailed. I hear that four of our sheep
 are dead, but I have not been on board.
 I will answer the most important
 points in your despatches 650/1, but
 cannot really ask to be excused for any
 shortcomings, my leg is more troublesome
 today, and I cannot possibly work as
 rapidly in a constrained position as I
 could at the office. There has been a con-
 sultation with the doctor of the Ruby today,
 and I am told that for the first time

that the complaint is erysipelae, following
erysipelas, the recovery from which may be
tedious.

15. 680-2. I am not pleased at
the way the Hornet business was managed
at Monte Video. I shall send this by Sandy
Point, as owing to Cholera letters via St. Pedro
will be uncertain, but duplicate will go by
Nerby containing copy of my letter to Mr
Humphrey explaining matters.

16. Part II. I will with my purpose
to get away as many of our sheep as
possible the first shipment, as it will fit
in better with the rest of our routine work,
providing room for lambs weaned, meeting
the London season market, and enabling
us to provide fatter and therefore heavier
sheep. I mean the second shipment if the
winter is bad. Assuming from this para-
graph that I may exceed 6000, I will
telegram the number as soon as known.

17. Part 17. The Colonial Office letter
seems to assume that the C. intend to send
a Doctor out; this does not come from
us. I merely told Mr. Baily that the

Director were considering the question.

18. Par 18. Governor Here not
withstanding, I wish you would get
me the information asked for. There
is a general feeling that a Seal Inspector
must be appointed, it has been a bad
writter for seal in the West, and a
system that has been successful in
New Zealand should be beneficial here.
If strongly demanded it must come,
in spite of the opposition of an old man
in his dotage, who is incapable of under-
standing the question.

19. Par 19. I write subject to
correction, but I want to know what
is the use of registering the Great
Britain in London, when, as soon as
she is declared to be a hulk, the govern-
ment for the Board of Trade will
demand the delivery of her certificate
of registry? The crew of the ship went
by the steamer that brought news of
the sale, and the quantity of provisions
consumed since has been absolutely

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inconsiderable. I have kept one of the
new watches for the present. Most
unfortunately Captain Stup has never
received Messrs. Gibbs' telegram of 13th
November. A bill for her disbursements
here is enclosed.

To. Telegraphs about Ida must
be "Invisible" £1,300.

Yours truly,

Wm. G. S. G.

Manager.

I shall have an opportunity of writing soon
for Mr. S. G. G.

Enclosures

Trip: N° 424

Dupl: 425

Gen. Cash Book Wk.

Accounting acct. Statements,

Ledger Balances, Indent.

Copy letter to Humphreys omitted last

Ada Brown's acct & draft

Great Britain's B°

Ida's " & Bollenroy Bond

Sailors wages note

Capt. Kennedy R.N. re Coal

2nd ea N° 230

Statement

Shipping Report

Sheepskins per This

G^o Britain's Registered

11/11/86
 Falkland Islands
 Stanley, 18th Dec. 1886.

Sir,
 I have the pleasure to request
 you to be good enough to convey to
 His Excellency the Governor an
 application on behalf of the S.S.
 Selkirk for permission to work
 cargo after 5 p.m. this afternoon
 until dark. It is most important
 in the interest of the Sheppharmer
 of the Colony that the steamer should
 be free to commence freezing without
 any unnecessary delay.

I have the honor to be,

Sir,

your most obedient servant.

Yours truly

C. Peterham Brooks.

h. h. h.

Wm. J. J. J.

Managers.

427
 H. M. S. Frolic.

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27th Decr

6.

Sir,

This vessel leaves for Montevideo tomorrow, and gives me an opportunity of replying fully to your despatches of 8th Oct, which I briefly acknowledged in my last.

2. 680-4. There is no doubt that the Universal Register is more useful than Lloyd's to me, for it gives me the means of finding out all particulars about foreign ships, few of which are mentioned in the latter.

3. Par. 7. You will oblige me by getting the information supplied about shipmasters and articles in the form of a letter from some Mercantile Marine Office, original of which please forward, in order that I may show it. When the boat went to the side of the

J. Coleman, Esq.
 Secretary, London.

Brooks insisted upon two former
masters being brought up to signs
off.

4. Par. 8. I did not send the
samples of tallow, because at the
beginning of the season the cows
did not please us, and I thought
they would not do us credit. As the
machinery got into working order the
tallow improved, but I thought it
was then too late. You have since by
the shipment of the tallow been put
into a position to supply any samples
required. I am glad to see how
favourably our ~~manufacture~~ compares
with Waldron's, as shown by the
report on Colchester & Blake's per Clytis.
I hope that the sheepskins may show
equally good results; but I am not
satisfied with the accommodations
we have now for dealing with the
vastly increased number of skins.

5. Par. 9. The accounts will
be proceeded with, as usual, with all

possible despatches, and mails are likely to be more frequent than usual, owing to the coming and going of men of war.

6. Nov. 11. You have not stated if Pitkin is to be charged with the cost of his wife's passage out or not: the cause under false pretences as a single man. It turns out that only one of our names died on the voyage, and one more has gone off this last week. They have gone to Darwin in the Selkirkia, and I have written for particulars about them. Kennedy has signed his agreement here, which makes it more binding. I am much obliged for your attention in the matter of cigars. An application for permission to store 200 tons coal was made. The cargo was so badly mixed up again that it was only discharged by the afternoon of the 21st, and she sailed for Darwin on Christmas day. Things will go on better this voyage with Mr. Wolf (not Woolf), in sole charge; the dual control was unworkable.

7 Jan. 12. I will write more definitely about stores where I have seen the Storekeepers; meanwhile I may say that Casser & Blackwell's goods are always first rate. Morton's often inferior, particularly pines and fruits. By going to the Civil Service you may pay about 1/2 over wholesale price for tea, but you buy the services of their tea taster. Sp Hastings will only supply Baron is. For good quality as first sent by him, nothing could be better; he is probably getting easier, and wants warming. There is no fear of the Civil Service declining to supply small quantities; the fear is that they might not send out large quantities commercially. As to lumber I can only say that if funds allow it the venture proposed, would be a profitable one, but it would require a certain outlay. I do not feel sure that Townsend & Spearing's charter will not pay them; they have persuaded Mr. Bannister to give them his wood, and it is reported that they will also get back

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8. Bro. Cameron's and Greenhill's proposed

8. Par. 14. From Mr. Menzies' quotations for stanchions it would appear that the price paid by the Liverpool Anti-Log Association, 187. per cut, must have been correctly given to Captain Fowler, it being generally understood that Mr. Menzies' prices are 25 to 30% higher than anyone else's.

9. Par. 15. I said not simply that Mr. Dixon had no title, I said positively that he had none; but that it could be made good by getting a conveyance from Capt. Wilson according to the form prescribed in the ordinance quoted.

10. Par. 16. I will write later on as to Genista, which arrived on the 19th inst.

11. Par. 17. It is one of the curses of living in a Crown Colony that we are absolutely at the mercy of the Colonial Office, who, for the sake of perpetrating a job by which an unscrupulous Governor is made eligible for a pension, deliberately disregard the well known wishes and feelings of a whole community. Governor

Baskley has gone away, carrying with him the esteem and regret of all who were brought in contact with him. As Governor, while strictly official in his way, he did his best to make things easy for us, by slackening up a lot of useless and penurious regulations; as an individual, he was the most amiable Governor I have ever met. It is just in my line usually to be patient, even patient with peevish: but I felt impelled to tell Mr. Baskley, when he called to say good bye, that no one ever left this place more regretted.

12. Jan. 19. It will not be well to offer coals too cheap to the Harbours at first. I saw Mr. Schellkopf and Captain Carlson of the Thubens on the subject, and wish to work out of firing to coal homeward bound steamers at 30/., and considering various difficulties through Cholera at North Bays, Captain Carlson said he

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thought it would result in business.
Mr. Stans's idea of 20¢ because we
have bought cheap is only trying it out;
if we sell under the market & vice versa,
what does it matter to him, what
profit we make? The difficulty in the
way is the time it takes to coal here, but
that may be got over, if a contract can be
made, by getting out bags enough for 150
or 200 tons, which could be quickly shipped
on board by steam, having of course been
filled previously. I shall endeavor to
supply the Navy with these coals as soon
as a new contract is advertised for, but
failing that, I shall leave the matter alone.

13. Jan. 20. I will endeavor to
find the negatives of the New Island
rookeries and print copies for Mr. Bunker,
but I fear they are too much stained
and spotted to be good for anything. I
have passed on Mr. Saunders' letter to
A. M. Call at South Amst. who is my
principal collector of specimens.

14. 1781. 2 I am reminded of the ten *convinced* known to history, of whom "one drunk, Gilbey and then there were nine." There is absolutely no opening here for the firm's wines, which I believe are largely sold retail in England under grocers' licenses. Comparatively few people drink wine in the Colony, and those who do, almost without exception import their own.

15. I will now go fully into the question of the *Opuscula*, promising that, owing to my unfortunate ailment, which still keeps me in the chair, I have scarcely since the 24th of September, I have not yet been on board. But I have seen her from my windows, and heard a good deal about her, and I have no doubt whatever that she is a splendid vessel; strong, faithfully built of the best materials, a good sailor, and in every respect admirably adapted for

— the sugar trade: in fact for any trade in which weight carrying is the principal object. But, unhappily a full bound to add that, in every respect, for this coast, where a heavy cargo is almost unknown, she promises to be a dead failure, and this I will proceed to prove, though perhaps at some length, dividing my remarks under the three heads of build, rig, and accommodation.

To make the most of a vessel's hold & carrying power, she should require the minimum of ballast; and ^{she} should stand and even move without it. Captain Smith told me soon after his arrival, that he would require 120 tons of stiffening before taking in wood: 120 tons for a schooner of 99 tons register! I advised him to put this ~~is~~ ^{is} putting, and he came down to 100 tons, saying afterwards that he would try her with that. In his letter, of which I enclose a copy, he further says that she will not be safe to stand up in harbours with

less than 40 tons. He says that he
 asked for knowledge before leaving, but
 that you told him there was plenty
 out here. As a fact you have not a
 single pig of it, as might have been
 seen by examining the stock returns,
 but I take the liberty of doubting Capt.
 Smith's statement, as, to put it mildly,
 he is not always accurate. Under the
 head of tallow allowed to her crew; I asked
 for a receipt of 120 tons, she is 99, and
 when she has got her ballast on board
 I shall be equally surprised if she
 carries more wool than the *Spencer*.

On the subject of rig, which is
 well intended for ocean voyages
 enjoys much advantage in having
 square topsails - like the *Black
 Hawk*, for instance, running to
 Monte Video - the rig for the coast
 is a fore and aft one. The topsails
 necessitate an extra hand; if men
 are scarce they will not join a *top-sail*

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schooner where there is a fore and aft
waiting boards. But a statement made
by the lovely Smith gives us the firmest
foundation for my objections. Sincerely,
he said, she will not sail within a point
of what a fore and aft schooner will.
I should like the Directors to consider
what this means. A passage can be
made from here to any port in these
islands without the vessel being, for a
period more or less long, on the wind.
In other words the Epinecote can never
make a passage round these islands
without being, for a period more or less
long, a point more off the wind than
a suitable schooner would be. Our
Vice. Chairman will appreciate the force
of this.

Lastly, his accommodation I
remember saying when I asked for a
schooner that good cabin accommodation
was a desideratum; this has been
absolutely ignored. In times gone by

I have urged the same; wretchedly!
 am sorry to say, and I must now
 do my best to explain why. There
 is a certain amount of passenger
 traffic round the islands, and there
 is no means of communication with
 many parts except by water; more
 as this new island can travel on
 horseback, but few women can, and
 what with shepherds' wives and the
 ladies on the West Falklands and
 detached islands, it frequently happens
 that our Captains have to turn out of
 their own cabins to provide rooms. I
 will give you a case in point: Mr Blake
 was hoping to find shelter just
 a word, and would have sheltered his
 to carry his family and goods to this
 Cove. He was with him however, and
 had the best, the want of accommodation
 for himself, wife, three children, and
 three servants, would have been an
 absolute bar. Mr Rance was going
 West, and he paid her £80. exclusive

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of passage money to do the work. At
the end of the season when the wool
comes in, it often happens that the
sheepfarmers and their families come
to Stanley for a visit, and for some
years the wretched accommodations of our
shoemen has not been of so much con-
sequence, owing to the presence of the
Malinas and Rames; but the former
has gone, and the latter is leaving after
next season, and we shall be worse off
than ever. Again, after the little complaints
I made about the thornet, I certainly
hoped that some attention would be paid
to providing decent W.C. accommodations—
not at all; what respectable woman, I
should like to know, assuming that the
Captain cared to give his cabin up, and
so somewhat differently, would he wish
to see publicly the place, or such within
a couple of feet of the man at the wheel?
Although we are on the other side of the line,
it must be remembered that people have as
great a regard for decency as in the northern
hemisphere.

hemispheres. There is a doctor coming out in February, married Sampson, how was I going to send his family to Darwin? For myself this want of accommodation matters little, as a rule; I make my journeys in this island on horseback, and when I go to the West I get a lift in a steamer or piece of war; but this summer I am obliged to face the possibility of being unable to ride, and I look forward with anything but anticipation to the prospect of making passages in the Company's schooners.

After carefully considering the foregoing remarks, the Directors cannot help admitting that I have knocked the Genista into a cocked hat, from every point of view. At the risk of wearying them, I now propose to justify my recommendation that they should get a North American schooner.

16. I have been for some time
led to believe that the several Sashed
sails would be ^{the} most suitable for this
coast, by a consideration of the vessels
that have been most successful here,
and by observations of the American
sailers that come in from time to time.
What vessel ever did better work than
the old Fairy for nearly 30 years, not
withstanding the spoiling of her
sailing qualities when she unfortunately
went to London years before she came here?
Then there were the Orissa, the Louisa,
the Tilton and Sumner's schooners,
none first class, some of them rather
traps, and yet all capable of doing
good useful work. There is an idea
that a schooner on this coast must be
a very first class one to stand the
weather; the sooner you disabuse your
minds of this the better. This is a trade
that is not hard on the hulls of vessels,
on the sails it is. It is most rarely

that a heavy cargo is carried; even
 hollow is not dead weight, and the
 bulk of the cargo, conceals fuel
 in, and stores and building material
 out, in every freight ~~making~~ no
 straining whatever. You want proof
 of this? Suffer you to the weakness
 of those I have ~~repeatedly~~ called cattle
 traps, the Louisa for instance, mis-
 erably found, seldom repaired, and
 yet running successfully for a length
 of time that would have been suffi-
 cient to wear her out in anything like
 a hard trade. I know her for cargo,
 and I hear that she is still at work in
 the Straits of Malacca.

Captain Dyer used to advocate
 the purchase of a Cape Ann fisherman,
 as the ideal vessel for this trade. I
 am informed that the Lunenburg
 schooners, such as Mr. Russell builds,
 are the counterparts of the Cape Ann
 boats. As to drifting, it is said
 that they can make a passage without
 ballast

ballast, and it is on record that the
Hairy actually did so no more than one
occasion. The quantity carried is at all
events inconsiderable, and the whole
of the hold is available for light cargo.

I have said that great strength is
not a necessity, but it is no disadvantage,
and, as a fact, you will find that
the above Sable vessels of the class
advertised have a high character in timber,
and are built to run in a heavy, trying
trade between South America and the
West Indies. They are, like all of the
type I have seen here, large carriers, and
the cabin being under a sort of half
deck, there is storage room below, which
is not the case in our English vessels.

The rig is fore and aft, and they
are known to be fast and weatherly,
capable of making a passage while a
topsail schooner is lying in harbour
windbound.

Another point in the cost. Captain
Fowler tells me that the schooner Mr.
Rudolf proposes to build was to be

completed for £1200, extra being
 £50 for additional accommodation
 in the cabin, which he mentioned as
 being necessary, and £100 for equip-
 ping, total £1350. The *Cypripedium*
 with, *Sparrows*, have cost £2250; it
 is the circumstance that bills our
 schooner's working accounts, that we
 have at once £900 more to incur.
 Even supposing the Colonial built vessel
 not to be as strong as the best country
 one, here is a fact, which it is prudent
 not to look in the face, — is there a
 probability of our schooners dying of
 old age? Think our record of losses in
 my time, including the *Lotus*, *Anna*
Brooks, *Black Hawk*, and *Sparrows*
Hawk, can we expect to sail our fleet
 safely for ever more, or rather, are not
 the odds very much against our
 escaping losses in the future? If so,
 why our expensive ships, which cost

a lot to incur, and are more than likely to be lost before they are half worn out.

If the Directors will believe me, I have not made these remarks for the sake of quibbling: I would ~~have~~ rather ^{have} given the Lyceum unequalled praise, had I been able to do it. I have written of things as they are, and my remarks and opinions are based upon my experience of nearly 20 years. What some other people, less acquainted with this place, may think, I know that I am right, and it is a source of much regret to me to find that my recommendations based upon my experience, are of so little value in the eyes of the Board, that other counsels are allowed to prevail. I find myself saddled with a nuisance that will be a standing nuisance to me as long as she is here, and it cannot be wondered at if I express my disappointment somewhat strongly.

17. The Frolic returned just as the *Albatross* was discharging her wood, and sent in a requisition for coal. I directed Captain Smith to be ~~aboard~~ the next morning at six, and he returned a message that the schooner was down by the stern, and he wanted steams. I instructed Mr. Langdon to tell him in reply that the schooner had for years moved about the harbour without steams, and that I should on no account begin that kind of expense; that he might sail up, warp up, or pull up if calms, and get a few tons of coal forwarded to him, but if he liked he said that if an accident happened he must not be blamed, get under way the next morning, make a stop, and went ashore on the north side. At 2 p.m. he came off again, and reported that the waterway showed signs of straining, but did not care to have the foreman carpenter off to look; and as she went on easily and was waterborne

the whole

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The whole time, I simply disbelieve him; still, as a precaution I sent him up to write a protest, and should he prove to have received any injury I shall be duly reported. The Frolic then postponed coaling until today (Monday the 27th), and ordered the gunboats to go on discharging into the Nees of Bray. After getting out about 19 tons on Thursday, Smith sent for permission to take the whole of Friday to warp up to the Frolic, a distance of 500 or 600 yards, with a chain of vessels and buoys to make fast to. Duplin should be much certainly go on discharging until sunset, and Smith left it to him to decide how to do it. I did not see why he could not trim the schooner as he was discharging, and sail up. However, he started on Friday afternoon and managed to warp up about half the distance, completing Frolic morning with the aid of the Frolic. I mention this for the purpose of pointing out the difference

between our men - going man and a
 coaster: one of our own people, with
 our 90 tons still on board, would
 have not thought twice about beating
 her up. I am sorry to have to go
 into such details; but it is necessary
 to show that I was not mistaken in
 my estimate of Smith.

18. The *Holia* and *Penney*
 between them are to take about 65
 tons of coal, and as 30 tons are
 already on board the *Holia*, the *Penney*
 will only have on board just the quan-
 tity of stiffering, that Smith de-
 clares necessary for her safety, and
 she must lie idle until she gets 40
 tons of stone on board. I ordered ballast
 from two cutters nearly a week ago,
 but at Christmas time things cannot
 be done in a hurry: as soon as she
 has the stiffering, the rest of the coal
 will be discharged, and I shall send
 her down to Sparrow Cove to get the

remaining quantity needed. But the
 Waip will have to take her down, as
 she cannot sail with 40 tons. Perhaps
 the crew will object to work stones: which
 has to be very polite to them, as he says
 they can demand their discharges any
 moment; ~~meanwhile~~ while the Camp people
 are saying out that they are choked up
 with wool and must be relieved; the
 state of things is enough, sitting as I am
 here, in the same chair, in the same
 position, for the 24th consecutive day.
 To drive me simply crazy.

19. I had made up my mind to
 give Captain Smith a fair trial, and still
 will do so, but I have few hopes of his
 turning out a success as a coxster.
 A man who has been accustomed to
 large ships and steamers is out of his
 element in narrow waters: pilots and
 steam for getting in and out of harbours
 have become a necessity to him, and
 without them he runs a risk of getting
 into a mess. Perhaps my remark

about my personal aversion to him
 wants a little qualifying or explana-
 tion, being entirely from a business
 point of view, believing as I do most
 sincerely that he is just the right man
 to get the most ^{out} of a coasting schooner,
 and is therefore entitled to be a profit-
 able servant to the Company. The
 fact is, you in London and I out here
 are two sides of a man; you are the
 talking side, and I the working side;
 plenty and accuracy of a long
 way when you have no practical know-
 ledge of a man, and this explains
 the engagement of the shocking suf-
 ferers that have from time to time
 been sent to us, of whom Gildibert,
 Alday and Martin are only three
 examples. I admit that there is
 something about Smith that would
 decide any body: he is connected to
 the back house, but his present looks
 the form of a modest self-confidence.

to which no exception can be taken. I
am curious to know whether one of his
~~communications~~ was a perfect knowledge
of the coast and harbours of these islands.
This he certainly professed when trying for
the command of the freezing steamer, but
I know better, and I pinned him the
other day to the admission that his trips
to the Falklands consisted of three or
four voyages in the *Matilda*, one in the
Elyabeth Bann in 1868, and two in
the *Vicar*. That is to say he knows
Stanley and Darwin Harbours, and the
coast between; of the rest of the islands
his knowledge is an absolute blank.

20. While I have been writing, he
has come to say that the steamers have
increased their capacities to forty tons each:
he has sent down his proposal, and the
Ready cannot be worked until she has
arrived.

21. Would not the *Opuscula* sell better
if she went home with a cargo after the
season, with her gear nearly new, that is to
say late period of her life? I put this as
a suggestion. The Hornet is capable of

doing the winter work.

22. I have been looking into the schooner's accounts, and I have shown as follows: -

Cost	2211. 11. 5
Voyage etc.	153. 17. 2
London office	2. 19. 6
(for unnecessary charges, Exp. & bag & photographs)	
	<u>£ 2095. 8. 1</u>

Voyage	153. 17. 2
3/4 month's wages	
@ 150	123. 10. 0
less - ...	<u>30. 7. 5</u>
	91. 2. 7
Insurance	50. .. .
	<u>324. 19. 9</u>

Less Freight: -

120 tons coal @ 24/	2880. 0. 0
20 " wood @ 40/	800. 0. 0
	<u>202. 4. 0</u>
Loss on voyage	<u>£ 92. 15. 9</u>

I am not sure about the insurance or the timing of the wood, and this being Boering and I am not in communication with the office, so the figures are approximate. But I will take a different way of arriving at the

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cost as laid down for Island service
on the first of January. The total sum
expended on her in England, with wages
for 3 $\frac{1}{4}$ months, giving her credit for
freight earned at rates that you would
have paid, mutton, beef, and provisions
on hand 31st December, debited to her
working account; would, I think, show
her true cost better than any other way.

I may remark that a 400 ton Scotch schooner
loaded with selected hulk would have
paid her voyage expenses.

23. The provisioning of these schooners
here will be on a less generous scale than
allowed for the voyage. Brandy, Whisky,
& fine old Port are excluded from our list,
and the same remark applies to bacon,
ham, tallow, cod fish, & many provisions.
I don't know whether Captain Smith will
approve of this. There is a large number
of charts supplied: it is the custom, I
believe for masters, first their own charts
for ocean work, and our schooners are
worked with one general chart of the islands:
here we have a large number of purchase ones.

24. Although I have no doubt that the Directors will accept without doubt what I have said about this, the longest illness of my life, I have asked Dr. Hamilton to give me a medical certificate to certify them. I have every hope of being able again before the end of this week, and trust that I shall be able to attend to my important duties in connection with Stocktaking. The awful length of this scrapbook is the result of my lying up, and to the same cause must be attributed any short comings that may be found in it.

Yours, Sir,

your obedient servant,

Edward Fox

Enclosures — Manager

Stanley Job Cash Book Nov
Cash Vouchers "

Shipping Report
Statement

1st ed. Navy Bill £ 340.

2^d ed. No 136. 7. 70

✓
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Stanley,
7th January, 1887.

Sir,

As unofficial Members of the Legislative Council, we venture to address Your Excellency on a subject which has been a good deal discussed of late, the administration of Justice in the Colony. In common with a majority of the most influential inhabitants we consider that a mistake was made when, in 1876, the Magistrate's Court and the Police Court were reconstituted under Ordinance no. 2 of that year; and we deem the present time, when the appointment of a new Police Magistrate may be under consideration at the Colonial Office, to be the most suitable for bringing

Yours Excellency,

Governor General,

to. to. to.

under

under Your Excellency's notice the
 disadvantages of the present system,
 and the desirability of returning
 to the one that existed prior to
 1876.

The principle of amalgamating
 the offices of Governor and Chief
 Justice is so inherently bad, that it
 can only be defended under the plea
 of absolute want of funds to carry
 on the Government. The Governor
 should be supreme over all: let
 him once enter the Court as Judge,
 though he may conduct its proceedings
 with the most absolute impartiality,
 still, in a small community like this,
 there will be found a people ready to
 say that his judgment has been biased.
 Speaking for ourselves, we are
 willing to admit that there has never,
 during Your Excellency's tenure, been
 a shadow of foundation for such a

suggestion

suggestions; but what we wish to indicate is, that the possibility of such an idea tends to lower the dignity of the Queen's representative, and to detract from that respect on the part of the Colonists, which is his rightful due.

Furthermore, the abolition of an appeal to the Governor in Council from a decision of the Supreme Court must, sooner or later, lead to a miscarriage of justice, if it has not done so already. We have had some experience of Stanley juries, and we are not, ourselves, impressed with the average degree of intelligence displayed by them: under the present system a verdict, manifestly contrary to facts, law, and common sense may be given, against which, as we understand it, the costly expedient of an appeal to the Privy Council is the only remedy.

So turns to the Police Court, under

the old

the old system the Magistrate was
 a stipendiary, a barrister by
 profession, trained to elicit and
 sift evidence; and whose decisions,
 based upon his legal knowledge,
 usually commanded respect; under
 the present one he is an official in
 whom, whatever his other qualifications
 may be, a knowledge of the law is
 unfortunately conspicuous by its
 absence. We are aware that it
 has been held in some quarters, that
 any one can perform the duties of
 Police Magistrate, and that a kind
 of rough and ready justice is all
 that is required; in this opinion
 we do not concur. Strict justice
 should be done in every smallest
 and most trivial case, and while
 acknowledging the conscientious
 care and impartiality of the gentlemen
 who have held the office of Police

Magistrate

Magistrate, we say, nevertheless, that upon more than one occasion their proceedings and decisions have been at least open to question.

We beg, further, to point out another disadvantage arising from the amalgamation of offices, in the case of the appointments of Police Magistrate and Shipping Master being held by the same individual. A Shipping Master, like a British Consul abroad, is a functionary to whom ship masters and seamen alike are in the habit of appealing for a settlement of petty disputes, and such matters are frequently arranged by him, instead of being taken into a Police Court: there, unfortunately, it has been for some years the practice of the Shipping Master to refuse to intervene, or to give advice, lest his action in his other capacity might be prejudiced; and this refusal has not only led to bitter complaints

being

being made by Shipmasters of the want of assistance, such as is usually afforded them in other ports, but has been the cause of bringing into the Police Court a number of cases that could easily have been settled outside.

Such being, according to our view, the principal disadvantages attending the administration of Justice under the present system, we have the honour, on behalf of the Colony, to solicit Your Excellency's co-operation and sympathy in bringing the subject before the Colonial Office.

In 1876 the Government were in debt; a Parliamentary grant was still received, and we have no doubt that it was necessary at the time to retrench in every possible way. But the circumstances are completely changed; the Colony is out of debt, is self supporting, and the published accounts

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accounts show an annually increasing surplus. Towards the salary of a Stipendiary Magistrate there will be available the sum saved in the pay of the Surgeon at Darwin, and £100 a year already allowed for the Police Magistrate; a comparatively small portion of the surplus will provide the rest. That this portion cannot be better expended than in settling the administration of the law on a better footing, is a proposition that we command with confidence to your Excellency's good judgment.

Briefly, the points that we would urge are:—

1. The Governor to be Governor alone.
2. A Stipendiary Magistrate to be appointed, who will act, as before, as Chairman of the Magistrate's Court, and as Police Magistrate in

minor

various cases.

3. Appeal to the Governor
in Council to be restored.

4. The offices of Police
Magistrate and Shipping
Master not to be held
by the same individual.

Trusting that the subject of
this letter may be favourably
considered by Your Excellency in
Executive Council,

We have the honour to be,
Sir,

Your Excellency's most obedient
humble servants,

George M. Deane,

Secy. Govt.

Falkland Islands Co
 Stanley 10th Decr. 1887.

Sir,

With reference to the enclosed
 tender, it is perhaps necessary to
 explain that, on taking into consider-
 ation the cost, freight, and insurance
 of coals out from Wales, the fire
 insurance, wactage, use of bulk and
 loss of interest here, together with
 the limited annual demand, I find
 that the expiring contract has not been
 a remunerative one.

I have the honor, however, to
 acquaint you for the information of
 the Senior Naval Officer, that this

Commander F. Eklin, R.N.

H. M. S. Ready.

Company

Company has lately purchased the ship Great Britain, with a cargo of 3350 tons Welsh Steam Coal destined for Panama, and that I am prepared to sell outright not less than 1000 tons, not more than is contained in the ship's lower hold, at the rate of Thirty seven shillings and sixpence (37/6) per ton, giving the use of the hold rent free until the whole has been consumed. The between decks I should require for the Company's own use.

The coal was shipped at Cardiff, and being under hatches in an iron ship, will not deteriorate by keeping.

I would suggest that the possession of this coal would be of advantage to the Admiralty in affording an ample supply for

course

some times for the requirements of
ships. homeward bound from the
Australians and Pacific stations,
as well as of those upon the South
East Coast of America.

I have the honor to be,
Sir,

Your most obedient humble servant,

Wm. Fox.
Manager.

✓
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Blackland Island Co
Stanley, 17th Jan. 1887.

Sir. I have the honour to hand you
herewith the sum of two pounds in
payment of the fee for moving the trials
of Benj to the corral Sumatra for the
purpose of coaling, and back to her mooring
at the same time. I beg to point out that
coal trials moved to and from open spaces
has always been exempted from the
payment of this fee, which is, in fact, a tax
upon the trade of the port, and one that
it does not seem fair to enforce.

I have the honour to be,

Sir,

your most obedient servant,

Edward J. G. G.

Manager.

H. P. L. Samson, Esq

Acting Harbour Master.

to to to

428
Morda.

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30th Janry. 7.

Sir,
My last despatch went per
H.M.S. Beolie to Montevideo, and I
now write in anticipation of the arrival
of this steamer expected today.

2. I am glad to say that I am
once more about; although it was not
until the 10th Janry. that I was able to
leave the house, having been laid up
47 days. My leg is, as yet, so far from
showing that I cannot walk even from
Darwin to Gonsalves, and riding is out
of the question; however I am picking
up strength, and hope soon to be myself
again.

3. In a letter per Beolie I gave
you the outline of a proposal I intended
to make on the subject of the administration
of justice; this I elaborated in a com-
munication to the Governor, which I got
Mr. Deane to sign as well. I enclose
copy of it as well as of the reply, and I am

J. Coleman, Esq.
Secretary.
London.

glad to add that I have heard through
an outside source that the Governor
takes a most favourable view of the
proposal, and sends it home by this
mail. The letter is, perhaps, a little
expansive, but I like to give the
Governor his due, and I am ready to
admit that Governor Kerr has always
been very fair when sitting as Judge.

4. In consequence of the
Cholera in the State the U. S. S. *Aminta*
came here to spend a fortnight and
get a *despatch* Bill of Health to enable
her to enter the port of Valparaiso.
Drum having no coal, I was master
of the situation, and succeeded in
getting her the whole of the stock in
the Vicar of Bray, repaid by Capt.
Kennedy, as well as 30 tons out of
the Great Britains at 50% a ton. They
paid for this in gold, refusing to draw,
which I rather regret; at the same time
this money will enable me to carry on
for a little time without taking up
any more.

5. The trial of *Bray* being cleared out enable me for the first time since 1882 to see the exact output of the deliveries of steam coal, and the result is not satisfactory. By the coal account there should be 39 tons more than we actually have delivered, and adding 24 tons written off last year the total deficiency is 63 tons on the following shipments:

1882 Inverness	401	
1883 <i>Chic</i>	$\frac{570}{55}$	625
1885 <i>H. Keelake</i>	278	
1886 <i>Gungana</i>	$\frac{190}{1494}$	tons

This amount to 4.2%. I am, however, reminded while making this out, that owing to the overshipment for *Chic*, a quantity of the coal had to be landed and re-shipped into the *Near* months afterwards, and I do not doubt that, had this not occurred, the loss would not have been more than nominal. See my despatch 363-26.

6. In answer to the advertisement for tenders for coal to *H.M.'s* ships I have sent in one for 60/1, which

I understand is the only one, and
 I accompanied it by a letter offering
 not less than 1000 tons, no more
 than is in the Great Britain's lower
 hold at 37/6. If accepted for the
 smaller quantity I shall have the
 £ money paid for the whole cargo
 more than back again, with 2000
 tons to spare, so that there seems to
 be a fair chance of accomplishing
 what I aimed for in recommending
 the speculation, - getting the hull for
 nothing. The present contract expires
 on the 19th February, after which, in
 the absence of competition, unless my
 terms are accepted I shall advance
 the price of the Great Britain's coals
 to 60/. By a stroke of good fortune
 the sale of steam coals this season
 has already amounted to 425 tons,
 a quantity without precedent, and we
 have the Ready and Watchful here,
 the Swallow daily expected, and another
 visit from the Starry probable. This is
 leaving out the mail boats altogether;
 but

but as, like others, they may be avoiding
Monteideo, I look upon a sale to them
as quite likely.

7. The I.P. Smith has been
sold by auction, and bought by Deans
for £400. She has two nearly new
iron masts, and I decided to bid up to
£250; but as Mr Charles Cooper is looking
hardly with the I.P. Smith's cargo, and
is about done for, I knew Deans would
buy at any price; it was, in fact, C.
Williams who ran her up to the figure
she realized.

8. Smyth's property has been
partially sold, viz: - town lots 26 and 27,
the latter with a house on it: The Director
having authorized me to purchase the
whole property for £800, including the
house and part of lot 18. I looked upon
the proportionate value of the two mentioned
as £500, and authorized Mr Langdon, in
my absence at Darwin to secure 26,
adjoining me, at any price up to £200,
and to bid up to the balance, but not
exceeding £350 for the other. 26 sold for
£150, and it was the one I most wanted, about

as a possession of it by anyone else
 would entirely prevent the lateral
 extension of the Company's premises,
 should it at any time be necessary.
 No 24 was run up high and bought
 by C. Williams for £500, which is in
 my opinion much above its value. It
 is probably to be resold to the
 Crown, as there are no title deeds to be
 found.

9. I send an inventory of the
 Great Britain, together with a list of
 sundries charged to the Store and
 credits to her. As I have said before,
 a quantity of her outfit must be sent
 home for sale, including some of her
 anchors and chains, all sails, hawsers
 and junk. I received from Captain
 Slip several papers relating to the
 ship, the register, Lloyd's certificate, and
 an account of her draught at ^{custom} weights
 from 12 ft. up to 25 ft. but I have not
 got the anchors and chain tests, the
 possession of which would increase their
 value. There is a very fine steam
 engine, connecting by a messenger with

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the ~~machines~~ for getting up the anchors.
This winch is at the main hatch, and
is very powerful; the boiler is large,
and has a pump and condenser fitted
to it. The whole apparatus I learn
from the Chief Engineer of the Ready
must have cost £600 or £700 or even
more, and though somewhat neglected
I have had it put into complete repair,
with that officer's assistance, at a cost
of £25. I have also taken possession
of the ship's Chronometer, no 8 day one
by Augustin Humbert, no. 5208; but
about this there appears to be some doubt,
as it may be represented that it was
only lent to Captain Stafe by the owners,
and should not therefore be on the inventory.

10. Owing to my illness I was
unable to take an active part in stock
taking, but I took upon myself a
great part of the Clerical work, and, if
there had been nothing in the way, we
might have got the accounts forward by
this mail. But towards the close
it appeared that several important entries

were still wanting from London, particularly those relating to produce, and as these will arrive by the incoming mail, I decided that it would be better to wait, rather than gloss up in a hurry, and find afterwards that there had been an important omission.

11. *Christians the Stockpiper* has expressed his willingness to sell his business, premises, and good will, at a valuation; he has made great strides of late, and probably has the best retail business in Stanley. From the fact of his run-ning up the *S.P. Smith*, he would seem to have still more ambitious aims.

12. *Chelquesta* has been to Darwin and brought back a cargo of 176 bales of sheepskins. The crew wished to know what they were to be paid, and I tried to give them £1 over their contract wages; on ordering her to *North Am*, they flatly refused to go, alleging, that they had fulfilled their

their contract, and wanted a passing by
 this mail. I could not alter their
 determination, and so sent them on board
 the great Britain to go on with the shipping.
 Mr. Lanchester manages to pick up a crew
 of five for Smith (one short), which was
 fortunate, as men are always scarce at
 this season, and she went out ^{General} yesterday
 week. On getting the articles from Govt.
 office I was astonished to find that there
 was not a word in the agreement about
 working cargoes, as represented by Smith;
 I have put an exact copy on the crew list
 received from you, which I return herewith.
 Of all the schooners put out in my time,
 the Lotus, Anne Brooks, Black Hawk,
 Sparrowhawk and Hornet, you have, up to
 the present had. I believe, to send home
 the mate and boatswain of the Hornet,
 the latter after 18 months service; in this
 case six are going, at an expense of
 £104, after doing scarcely any service
 at all. Captain Smith tells me that he
 proposed engaging a crew for a long period,
 but that you said I had plenty of men out
 here. On any statement made by Capt.

Smith success, my judgment, until
 it has been corroborated by some one more
 trustworthy than he is. The news are
 chiefly within their right, and I am
 not surprised at their taking the course
 they have adopted, though it is most
~~un-just~~, particularly as I all have
 given up business without trouble,
 and Wilson has taken his crew
 away to the New Zealand with him.

13. I cannot find a house
 for Smith, and he will have to do with-
 out it. He tells me that he did not
 ask for one, but that the Directors
 voluntarily offered it. Three of them
 asked him to come out, but he was
 not anxious to do so, as he was going
 out to manage an establishment for
 Coy. B. on the West Coast of Africa.
 This is the second application for his
 assistance made lately by the Board,
 as they had asked him earlier in the
 year to take Mr. Langdon's place, when
 it was thought that he was going home.
 It is, naturally, very comforting to me
 to have a man, man, whose abilities
 are so great, and so highly recognized.

14. And yet there is a drawback. Capt. Smith has confidence to use his own inability to get about the coast without a mate who is thoroughly acquainted with it. But this difficulty was smoothed for him in London, for you promised him that I would supply him with an officer with the necessary local knowledge. It happens that I do not keep on hand any recruitment of mates and mariners for use as recruits, and I told Smith that he must take the best man that could be got, and walk by the light. Others have done so before him, and a man who has fourteen pounds a month is expected to show a little entire ability; our local men only get ten. Some will show how he gets on; a man so highly recommended and appreciated should be worth something, and yet I am haunted by doubt, whether he is, after all, what he professes to be, or whether he is an impostor, and, as his relative Capt. Hoade has wittily put it, as bound on Salsburgh at Port Howard, "the greatest liar that ever walked the ground."

15. I have been on board the *Geneta*, and find her to be exactly what I expected. She has over 100 tons of stone and shingle on board, and yet she floats like a bladder on the water, and is not deep enough, the Captain says, to go to windward. An amount has been paid to any former remarks from schooners; in notes on the Sparrow Hawk on 26th June, 1875. I highly commended the cabin arrangements, and drew attention to the old-fashioned wind-lars; this defect is reproduced in the *Geneta*, and for coasting work it is a serious drawback, as the plain will not float itself. As to the cabin, there is literally not room to swing a cat; and if three people sit down at the table one of them is almost on the fire. What is to be done? She is nearly useless as she is; will the Directors send out 100 tons of bent-leaf for ballast, and direct me to build a suitable cabin, no doubt

at some expense, or shall I load her
with a cargo of hides, tallow, ~~and~~ wool.
Great Britain's grass and sunshine, and
send her home? Note the Captain
I should send home the Chronometer,
but he has gone away with it, and will
probably not be back in time for this
mail.

16. By Mr. Barnes I am send-
ing a parcel containing the letter book
last received, and some unavoidable
stationery. Admiring the slip
blunder made by Houghton, in the last
letter book, in sending it postpaid instead
of letter size, he has repeated it in this
case: and unless you send me by return
mail a quarto book labelled "letter book
no. 10", the continuity of the series extend-
ing over 19 years with his books - I
would not have it happen for a good while.
I have less than 300 pages left in no. 9
so it will be a near thing. I enclose
also some envelopes addressed "W.
Castillo, Goualques"; outside the Society
of Friends I believe that it is usual to
put "W." on some kind of a label.

17. Mr. Barnes will take the General's articles, official log, and account of advances to crew, and I conclude that you will direct them to be paid off at whatever port they land at. After despatch, owing to the Chateau de Mont St. Jean, in not landing there, I will try to get a copy forwarded to Antwerp for the Herald.

18. Hearing from Mr. Wolf that the *Solumbia* would be at Danain on the 22nd, I desired to meet her, and was going up in the *Thomson*, when Mr. George Deane, very kindly offered to run me and some young family round in the *Blanche*, and I went in her on the 20th. I had previously arranged to have sheep in to meet the *Solumbia*, but owing to a little hitch with Barnes I had to get up ^{four} hours early from Walker Creek, which arrived on the 21st just as the steamer passed in, and they began killing next morning. Everything went like clockwork from the start.

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shearing was over at Walker Creek, releasing the laborers who were nearly all old hands, and making up the complement from I, with them, the old men fell into their old places, in a way that was very gratifying to me. The butcher & raises this year, out of more than 1000 carcasses he has rejected only 7, all yellow, and they actually took some yellow mutton on board to eat. My arrangements are to kill 4800 of our own first, and then take 2000 from Bonner, 1200 each from Cameron and Quenchields, 1500 from Kilton, 400 Robson, an unknown number as yet from Sharp and Smith and Delaligo, 1000 to 1500 from Lively, and fill up with our own. The Walker Creek sheep greatly to my surprise ran the first day 72 lb. 73. against 68 lb. last year, if the Scotch breed flock as in the same proportion to last year's shipment we shall run to a very high average. I came away in the boat on the 27th

to attend to the mail, and shall return shortly. Captain Fowler kindly put his steam pinnace at my disposal, so that my lameness was not of much consequence.

19. There were several points in my despatch for Selumbria on which I hoped for the Board's opinion, but they passed unnoticed. The point was for sheep I am objecting to; as we have reduced our price we must stick to the terms of the contract, which specifies a sheep of 75 lb. without any deduction. Smithfield custom is nothing to us. Then I have put my foot down on Sunday work, for reasons previously explained it does not answer, and, as Mr. Costello says, it is the only day the men have for washing their clothes.

20. The West Highland people have come out very badly this voyage, it was probably not convenient to them to ship at this season, and they sent her away with less than 10,000 sheep. At one of them gave his

promised number, and some failed
 altogether. Consequently I expect to
 have to give 9000 to fill the ship up.
 But on this I shall decide after I see
 what the Director says this mail. I
 am happy to say that I can give 10,000
 without touching the 2 year olds, or
 even touch the guarantee, which is more
 than many can say. If our weights
 are as good as those of last year, there
 are several advantages on the side of
 shipping all this time; we save knocking
 the sheep about in the winter, we do not
 know how they will weigh in July, we
 provide room for our lamb fleeces, and
 we catch the best market in London.
 I want to be assured first that each
 voyage is treated by itself, and that in
 deciding the bonus they do not take
 the average of the two shipments of the
 year. There are such shortcomings
 on the part of the farmers that I do not
 see more than half a shipment on
 paper for next voyage, people must have
 promised without thinking or knowing
 anything of the stock they possessed.

21. By Brig Cambrian just arrived from Monte Video for a portion of the J. P. Smith's cargo. I hear that the Cholera is raging all over South America, and that several persons of war are likely to come down to escape it. I don't know how telegrams if any will be forwarded, as the Pacific boats are not touching at Monte Video, you had better until she comes in our view to Valparaiso for the homeward steamer.

22. I want a point about ship's articles affecting our ~~ship~~ crew cleared up. Contracting articles only apply to the United Kingdom; here sea-going articles are used. Say a crew is shipped for a period "not exceeding six months". At the time of shipping I may think I have six months' work for the vessel, but, through some unforeseen circumstances, at the end of three I find that she has nothing to do, her voyage is, in fact, ended, and I want to stop expenses by paying off the crew. The

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shipping master, however, not to do this
unless with the consent of the crew. I
keep them for three words: how can I do
any money to pay their wages? There
is another case. A master ships a crew
in London for a voyage to Australia
and then to any part of the world, period
of engagement not to exceed three years.
After a time, however, he gets a home
charter, and reaches London in 18 months
from the date he left. What does he
do? Pay off his crew as a matter of
course. Are not these cases exactly
analogous? not, in what do they differ?
When shipowners unable to part with their
crews when their vessels fall out of ser-
vice they might just as well abandon
their business altogether. Such was the
case in point: the *Spinrock* is
laid up, but her crew were shipped for
six months last ~~month~~ ^{September}, and two
of them will wish to go to America, per
lease: consequently we are obliged to
find work for them on the Great Britain
or other. What I want is something
authoritative to put the reading of the law
that Mr. Brough has adopted here.

23. 2nd February. The Herald
arrives yesterday afternoon, bringing
your despatch 682, but no letters from
Montevideo. I am unable to under-
stand Mr. Humphreys' silence; he
now avails himself now of any direct
shame by sailing vessel or man of war.

24. Par. 2. The anticipated
request for a much larger number of
sheep has been made; and in compliance
with this paragraph and 680-11 I
shall extend our shipment to 2000, if
they continue to come up in good con-
dition.

25. Par. 2. D. Dale's engage-
ment is very satisfactory, much better
so than if the Government had anything
to do with it. What I wrote was only
a suggestion, not a proposal. There
must be a mistake about the furniture
being valued at £88. 24 only, which I
cannot fashion at this moment, as my
copy of the inventory is at Darwin.
D. Houston was going to sell off pieces
by piece but on talking the matter over
we agreed that it might be very awk-
ward

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ward if his success arrived and found
an empty house, and eventually agreed
that an inventory should be made by Hager,
at prices that he would be able to realize
in the Store, in the event of the new Doctor
being already provided. This inventory
amounts, on my copy, to £143. 14. 6, and
it is quite certain that several articles have
been since sold. It must be remembered
that the cost of the cases and freight on
furniture often exceeds 100% on the home
price.

26. The Warpi boiler is again
in trouble, having started leaking in
one of the seams. Several of the rivets
have leaked from time to time, and have
been replaced, the head of one of them
was made up with what looked like
putty. Mr. Hulford, of the Navy is
having the repairs done; he says that
the tubes are much pitted, and recommends
pass ones, his putting in the four we
have in place of the worst. As far as I can
understand him he attributes the corrosion
to the use of fresh water, want of scale,
and absence of zinc plates, the use of which
he strongly recommends, and suggests pump

ing the boiler full, when put in use.
 With these precautions it will last for
 years. I will get him to write in
 his opinion.

27. Par. 4. By assuming
 I understand you to mean Charles.

28. Par. 5. There is no one
 troubling about a few hours' delay of
 telegrams, for it depends upon circumstances
 which are beyond your control or mind.
 I believe that Mr. Thompson sends them
 off as soon as he gets them, and we
 are always posted, both to Thompson
 and Shebald, so that you and I both
 get them the same day, as you seem
 to have done. Very likely Captain Foster
 sent his by the Captain - no, on second
 thoughts, of course he took it ashore
 himself at once, which clears up the
 matter, as the Post Office would not
 deliver the mail for some hours after.
 I do not approve of putting telegrams
 for individuals in a pocket
 may go wrong or a dozen things occur
 to prevent their prompt delivery.

29. Nov. 9. I was a great
 disappointment to me not to be able to go
 on board the Great Britain until six weeks
 after she had come into our hands. I
 received the news of her purchase in bed,
 and immediately ordered the Company's
 flag to be hoisted, which took a good many
 people by surprise, as it is not
 hitherto been considered our strong point.
 I was once, too, at being unable to pho-
 tograph her as she stood, but having the
 General's crew I could not delay the
 stripping for the sake of that, and since
 my recovery I have not only had no spare
 time, but I have had to avoid any un-
 necessary standing about. Anyhow
 she was not very handsome, having
 lost fore and main topgallant masts, and
 the heads of both topmasts. At present
 she stands with all topmast and the fore
 yard down, and jibboom unshipped,
 the fore topmast will also be down before
 I can get my camera to work. I suppose
 you know that she is sheathed with
 wood and matted; how far down
 I do not know. I have no right to
 be annoyed at the sale of coals to the

Spanish, it is nothing to me, no
 doubt the Board, sanctioned it, and
 yet leaves to a feeling of intense
 disappointment over it. This is the
 case as it appears to me. Commerce
 and Specimens are doing their best to
 cut our throats. They have unwar-
 ranted, as you put it some time ago,
 a reckless venture, and nothing but
 cheap coals can save them from loss.
 You know they would have to pay 10/-
 a ton for them in England, and that
 they cannot get them at a less
 freight than 2/- - unless they are in
 a position to charter much cheaper
 than you can, - and that when out
 they have no means of storing or
 bunking them, in fact the case was
 until generously smoothed for them,
 beset with difficulties. They could
 not, then, lay down their coals
 under 40/-, and having no storage
 were bound to come here, and I,
 with an absolute monopoly in my
 hands, have been chuckling for
 some time over the prospect of sup-
 plying

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plying them at 60¢. This is now
frustrated, and worse consequences
follow: on the 13th inst. the price to
the Army goes up to 60 1/2 and, as you
know, I am energetically pushing the
sale of a large quantity to the Admiralty
through the Senior Officers: how can
I have the assurance to carry this on
when it is known at what price you
find it in Leadenhall St. an account
debited? The best I can do is to make
people believe that the voyage of the
Granville is an enterprise in which our
Company take a benevolent interest,
and to ensure the success of which they
are prepared to make sacrifices of a
most disinterested nature. With the
Norman Co. the case is somewhat
different: there is room for some expedi-
ency in our dealings, and we have to
compete with the cheap coal at 10s.
Still, as I remarked before, because you
have a bargain, an unprecedented
bargain, such as may not occur again
in the lives of the youngest of us, it is
no reason for allowing other people

to participate in our good fortune, and
 I am no reason for offering under
 30p. a ton, which price I quote to
 Newcastle & others. They write
 in reply: "We have taken due note
 of your remarks about coal, and
 shall not fail eventually to make
 use of your offer." As Lewis is
 nearly always with Captain Kennedy
 I don't wish any of the words you
 suggest; and I hope that no steps
 to approach the Admiralty will be
 taken on your side until the usual
 spring offer is known. I must be
 excused for the warm interest I take
 in the affair, for the great Britain
 is my own child, as it were; I re-
 commend the speculation, and I am
 bent on realizing as nearly as I can
 the prospect I hold out of getting the
 bulk for nothing.

30. P.S. I know nothing
 of any protest having been handed
 to me by Captain Attwood. Any
 letter placed in the office to be forward-
 ed on account of the Sydney Dues
 would be posted in the ordinary way.

Lewis get another copy before next
mail.

31. Par. 10. James Mackenzie's
dividends receipt shall be signed, I
thought that the authority to receive the
money would be sufficient. But, as
John Bull, was the Chaplain's name.
I do not know who Bull is.

32. Par. 12. Regarding Dixon's
land, the legal opinion given coincides
with mine that Captain Wilson or his
heirs are the owners of the land, and
unless a conveyance can be got from him
or them we could not touch it. Ours is
the fact, the main possession. I see by
the Foreign Office list that Wilson
was still living in 1834, and I
believe that all trace of him was in so
short a time have disappeared from
the face of the earth.

33. Par. 14. I beg that you
will not send any of Pitt's or mine
that are not asked for from here,
as you will be adding to the other
uncalculable stock that came out, without
responding yours ago, for me, perhaps in vain. I
ask, with satisfaction, that you never will do so.

Miss.

34. Letter of 17th Dec.

As regards sailing of vessels, that must depend upon the case of the Graville. You must know that the ~~invariable~~ rule here is that steamers take the coals themselves. We do not keep a number of men as labourers, and at the outside could not depend upon more than five or six, while in Rio or Bahia about a hundred negroes — to be put on. I do not know what you mean by our "our perpendicular steam engine"; if you refer to the stationary one on board the Egeria, weighing 600 more tons, this is a piece of machinery that can be lightly shifted about; but the Great Britain's own engine is sufficient for the work.

35. I dare say that it would be possible to tow a hulk from here to Lima all things safely over in a hundred times. You had better employ a nautical man. We must keep a small coal hulk for shifting about.

36. I thought the freight quoted, 40/ + 10% was for cargo home; but that is a mistake. Stamps shall be sent as advised.

37. The Meat Co. writes me that you informed them that I had advised, under date of 20th Oct., having received favourable replies ^{from} the sheep farmers as to the reduction from 12/ to 8/ per carcass, and that they would make my terms better and to give you on this point. I do not think that I ever wrote anything of the kind, my alternative proposition was favourably received; but as I said in 424-19, on that date, the arrangements made in London with the Meat Co. respect this. What I asked you to explain was this, and I fear you missed the point. By the same mail the Meat Co. wrote to ask me to get the farmers to agree to a reduction to 8/ and you wrote, stating that the Directors authorize me to reduce to 8/ or even 9/ a carcass. In any case, ~~that~~ where the interests of

the two Companies, which I protect
 those of our own, as I said I should
 from the first, and in this instance,
 my own Director's limit being $9\frac{1}{2}$
 I could not in behalf of the United
 Co. try for a less price. What I
 did was to end round the United
 Co's proposal, accompanied by an
 alternative proposition of my own,
 raising the price to within the Board's
 limit, and this was favourably
 received by all. Then came the
 next mail saying that the Directors
 had consented to the $4\frac{1}{2}$ rate, and
 I felt not only that I had been made
 rather a fool of, but that the United
 Co., unless the thing was explained,
 might think that I had tried to
 sacrifice their interests. I hope I
 have made this clear, if not a
 reference to despatch 4224 will
 explain it.

38. Captain ~~Lincoln~~
 of the ~~Warren~~ says that he cannot
 like the ~~Agent~~ in ~~the~~ ~~Board~~ ~~of~~ ~~the~~ ~~Company~~

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as the steamer is to be sent, and as
this is left in my hands to forward
as soon as possible. I am taking
upon my self to send ballou's piece
for a vessel of 200 to 250 tons, which
I have bought with the 100 tons of
and fill up with hides, sundries to
Great Britain, wool and sheepskins.

I have gone carefully into figures, and
find that I have about 2000 lbs.
of all sorts this season, ^{which} of about 450
go now, & 700 for Columbia, so that I
shall have an ample margin to work on.
The big Columbian has been chartered
at 20% per ton, and I have write for
a lump charter, out of which I ought to
make a good thing. Please bear
in mind the usual insurance on
account of the vessel's & Blake, Hely,
Cobb, M. H. Cobb, W. Smith, and W. Hill
in process homeward. I do not know
whether Bonuss wishes me to insure
for him full price, but I will find
out. I hope next year to take away
some of the people from Townsend &
Spawning; but having been provided

by this Company with the views of
war, they may be in better fighting
trim than ever.

29. I have told Slicking
that Schall charge him $2\frac{1}{2}\%$ com-
mission on all payments, and $7\frac{1}{2}\%$
interest in advance, to which he
has agreed. but wants to know
upon what terms we will receive
cash against which he can draw.

Enclose an extract from his
letter, and await instructions. I
have advanced the terms, as we
do no profitable business
with him.

40. Enclose some remarks
by two of the survivors upon the
ransom for Selumbria, upon which
further reports will be sent:

Stans, coats as found 8299
tons.

Sam. Lis.
your obedient servant.

Wm. J. G. G.

Manager

Selegram:.. Probably nine
thousand sheep.

Enclosures

Trip N^o 425. 6.

Dupe .. 427.

" Jol & Cash Book Nov
" Statements

Coal to "Ruby", "Ready", "Juniaha"

Copy of letter re Coa Contract & Reply

Dup letter to Coleman

1st ex N^o 544 for £ 176. 5. 0

Bonner's cheque 1065. 17. 4

1st ex N^o 547 for 512. 2. 0

Sailor's wages note 17. 19. 3

Genestais crew's accounts

Costello's envelope

to letter re Digest of Court

Smith's extract from Genestais Article

Form of Bottomry Bond

Indent

Tallow Catalogue

Wool Weights

Sheepskin particulars

Goods from G. Brown taken into the

Inventor of 5.

Extract from Overseers Letters all the

Notes on Selambria's Cargo

Copy letter to Govt re Magistrate's Report

Admested & Blakie's Tallow Weigh

Shipping Report

Statement.

Hockings Receipt for £ 2. 6. 8

P. O. Stamps £ 1. 0. 0

6. Post Cards

Consents of Parcel

Extract from W. Stukney's letter

Copy Cobb to Wolf 13th Feb 57.